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PURE NON-ALCOHOLIC
APPLE JUICE
Invaluable for Stomach and
Diabetes.
Per doz. quarts... \$7.25
Per doz. pints... 4.65
H. PRICE & CO.,
12, Queen's Road Central.

Hongkong Daily Press.

ESTABLISHED 1857.

No. 14,544 號四十四百五千肆萬壹第 日玖初月十年十亥緒光 HONGKONG, TUESDAY, NOVEMBER 15TH, 1904. 式拜禮 號五十月壹十年肆零百九千壹英港香 PRICE, \$3 PER MONTH.

ITALIAN VERMOUTH
The only Reliable Brand is
MARTINI ROSSI
SUCCESSORS
MARTINI SOLA & CO.
AGENTS—
F. PRICE & CO.,
12, Queen's Road Central


**WE ARE SELLING UNIQUE SELEC-
TIONS OF THE
PUREST AND BEST
CONFECTIONERY**
RECEIVED FROM THE LEADING
LONDON AND PARIS HOUSES, COM-
PRISING THE SIMPLER KINDS TO
THOSE OF THE MOST RECHERCHE
DESCRIPTION DAINITY PACKED.

**A. S. WATSON & CO.
LIMITED.**
ALEXANDRA BUILDINGS.
[a138]

LANE, CRAWFORD & CO.

Have been appointed
SOLE AGENTS
FOR THE
**OLD BLEND
WHISKY.**
The Brand of the
**OLD
COACHING DAYS**
Price Per 1 Doz. Bot. \$14.00
" " 1 " Flasks 8.00
" " 1 " 5.00
" " 2 Gallon Jar 14.00
[a2133]

**CUTLER, PALMER
& CO.'S**
PRICE \$11.00 PER DOZEN
NET
SPECIAL BLEND WHISKY
Blend
Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & Co., Hongkong. [a46]

**THE WINE GROWERS'
SUPPLY CO.**

RONALD BENNIE'S WHISKIES.
Green Seal... \$12 per doz.
Perfection... \$14 per doz.
Finest Liqueur... \$16 per doz.
BARRETT & CO., Agents,
Nos. 22 & 24, Bank Buildings
Queen's Road.
[a2347]

JUST ESTABLISHED.
(Telephone No. 467.)
WING SUN & CO.,
No. 54, QUEEN'S ROAD CENTRAL
(Premises Formerly Occupied by Messrs.
C. J. Gaupp & Co.)

**HIGH-CLASS TAILORS & OUTFITTERS,
SHIRT & BREECHES MAKERS.**
Fit, Quality, Workmanship Guaranteed.
Prices Very Moderate.
Now Showing:—Latest Flannel Suitings,
New Stock of Ties, Straw Hats, Felt Hats,
Panamas, Boots and Shoes, &c., &c., &c.
Inspection Invited.
Hongkong, 5th August, 1904. [a1912]

**CANTON HOTEL,
HO-NAM, CANTON.**
NEWLY OPENED.

SITUATED on the River Front at Ho-nam
almost facing Shamoen.
Rooms elegantly furnished, large and lofty
with Spacious Balconies. Excellent Position.
Free from Obnoxious Surroundings.
Boat always in attendance.
Telegrams receive prompt attention.
Visitors to Canton should not fail to secure
accommodation before leaving Hongkong.
CHAN CHING KUEN,
Manager.
Canton, 27th October, 1904. [a2546]

W. BREWER & CO.
23 and 25, QUEEN'S ROAD.

**DIARIES, POCKET BOOKS, BLOTTING
PAD CALENDARS 1905.**
**CHRISTMAS CARDS FOR HOME
MAIL CLOSING NOV. 18TH.**
Boy's and Girl's Annual, Young England,
Child's Companion, Bo-Peep, Nipper's
Annual, Little Dots, Little Folks,
Chatterbox, &c.
Seaton's Marine Engineering... \$17.00
Double Harness, by Anthony Hope... 1.75
God's Good Man, by Marie Correll... 1.75
Japanese Grammar (new)... 3.00
Eric Bright Eyes... 3.00
Modern Gas and Oil Engines... 4.50
The Truth About Japan... 0.90
Jameson's Elementary Mechanics... 2.80
Exercise on Parallel Bars... 0.90
The Art of Breathing... 0.90
Sawdow's Strength and How to Obtain It... 2.20
Boxing, by Johnston... 2.20
Gill's Geometry... \$0.80
The Animals' Trip to the Sea... 2.80
Wee Folk's Annual... 2.40
Card and Table Games... 6.00
10,000 Wonderful Things... 2.80
Hoyle's Games; Latest Edition... 1.20
My French Friends... 1.75
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Rebillion Dolls... 3.90
Menus Made Easy... 1.90
Foster's Bridge Tactics... 2.30
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FOSTER'S SELF-PLAYING CARDS "BRIDGE"
RAG PICTURE BOOKS. PAINTING BOOKS.
A NEW SET OF 28 POST CARDS \$2
OR \$1 PER DOZ.
CHRISTMAS GOODS. Great Variety. [a33]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1816.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:—
SUPERB OLD COGNAC,
\$23.50 PER DOZ.
Distinguished by Four Stars on the label.
ANOTHER FINE COGNAC, \$18.50 per doz.
Less old than the above.
IMPERIAL BRANDY
\$12.00 PER CASE.
**THE ELITE OF WHISKY—
THE "PALL MAIL,"**
\$21 PER DOZ.
11 Years old: the finest quality shipped.
Each bottle bears an Analyst's certificate.
**C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,**
\$11.00 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY TREESIEM'S
C. P. & Co.'s INVALIDS' PORT
\$21 PER DOZ.
This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassell.
DOURO PORT,
\$15.00 PER DOZ.
A fine, full, and fruity wine.
AMOROSO SHERRY,
\$20 PER DOZ.
LA TORRE SHERRY,
\$17.00 PER DOZ.
A natural and most pleasant wine to the taste
**BENEDICTINE LIQUEUR—
D.O.M.,**
\$41.75 PER DOZ. QUARTS.
\$43.75 PER 2 DOZ. PINTS.
THEY ARE UNEQUALLED AT THE PRICE
AGENTS—SIEMSEN & CO., HONGKONG. [a45]

KUPPER PILSENER BEER.
THE LEADING BEER IN THE FAR EAST.
BEWARE OF IMITATIONS.
SOLE AGENTS.
CALDBECK, MACGREGOR & CO.
15, QUEEN'S ROAD.
Hongkong, 26th October, 1904. [a35]

PHOTO SUPPLIES
DEVELOPING
AND PRINTING
GOOD WORK,
PROMPT
RETURN.
UNDERTAKEN.
UP-TO-DATE DARK-ROOM
FITTED WITH ELECTRIC LIGHT AND FAN
AT THE DISPOSAL OF AMATEURS
LONG HING & CO.,
PHOTO GOODS STORE,
17A, QUEEN'S ROAD CENTRAL.
(Same Premises as Messrs. Ah Chee).
Hongkong, 15th August, 1904. [a33]

**THE
LAHMEYER ELECTRICAL CO. LD.**
LONDON,
AND
**ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.
W. LAHMEYER & CO., FRANKFURT A/M.**
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to—
SIEMSEN & CO., SOLE AGENTS FOR CHINA.

PO CHEUNG & CO.
昌寶

FURNISHERS AND UPHOLSTERERS.
14, QUEEN'S ROAD CENTRAL.

**OFFICE AND HOUSEHOLD FURNITURE,
GENERAL DOMESTIC GOODS, &c.**

ORDERS EXECUTED PROMPTLY AND PUNCTUALLY.

Hongkong, 1st November, 1904. [a1708]

NERNST

NERNST ELECTRIC LIGHT.
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
AS CHEAP AS GAS!
FOR PARTICULARS APPLY TO

EDM. JOHANNSEN OR SIEMSEN & CO. [a55a]

CHOCOLATES

A BIG CHOCOLATE DEPARTMENT. THE MOST POPULAR IN TOWN
ALL KINDS OF CHOCOLATES, AT LOWEST PRICES. THE FINEST
HANDSOMELY-BOXED CHOCOLATES AS WELL AS THE SIMPLEST PURE
CHOCOLATES. CHOCOLATES BY THE POUND OR BY THE BOX.

SPECIAL FOR SATURDAY

DELICIOUS MIXED CHOCOLATES AND BON-BONS, JUST RECEIVED
FRESH FROM CADBURY BROTHERS, \$1.00 PER POUND.

WATKINS LIMITED,

CHEMISTS AND PERFUMERS,
WATKINS BUILDING, HONGKONG.
Telephone 344. [a37]

LANE, CRAWFORD & CO.

TAILORING DEPARTMENT.

AUTUMN AND WINTER SUITINGS

OF THE
LATEST AND MOST FASHIONABLE STYLES.

**EXPERIENCED LONDON CUTTERS
ONLY EMPLOYED.**

**LARGEST AND BEST SELECTED STOCKS
IN THE EAST.**

SEE SPECIAL LIST.

LANE, CRAWFORD & CO.

Hongkong, 31st October, 1904. [a34a]

E. C. WILKS & CO.

CONSULTING MARINE AND ELECTRICAL ENGINEERS AND SURVEYORS

MARINE AND ELECTRICAL CONTRACTORS.

SHIP-DESIGNING AND CONSTRUCTION.

**ENGINES, PUMPS AND ELECTRIC MOTIVE POWER FOR FACTORIES,
POWER INSTALLATIONS, &c.**

MACHINERY AND ELECTRICAL REPAIR WORK, &c.

Agents for Messrs. W. H. ALLEN & SON'S ENGINEERING AND ELECTRICAL MACHINERY.

Agents for H. W. JOHN'S ASBESTOS GOODS.

Cable Address "MARINEWORK," Hongkong.

Telephone No. 358.

12, Beccousfield Arcade, Hongkong.

Hongkong, 24th August, 1904. [a1153]

JAPAN COALS.

HEAD OFFICE:—1, SUBURA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

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New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chefoo, 'Hsien, Nanking, Port Arthur, Seoul, Changhai, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimoda, Moji, Wakamatsu, Karatsu, Nagasaki,
Kuchinotsu, Sasebo, Maizuru, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Oct-5)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotsu, Mameda, Mannoura, Onoura Otsuji,
Sasahara Tanabakuro, Yoshinotsu, Yoshio, Yunkobara, and other Coals.
S. MINAMI, Manager, Hongkong.

**PHENIX ASSURANCE CO. LD. OF
LONDON.**
ESTABLISHED 1782.

HAVING been appointed AGENTS of
the above Company, we are prepared to
grant policies against Fire on approved Foreign
and Chinese Risks at Current Rates of
premium.

DODWELL & CO. LIMITED.
Hongkong, 1st November, 1904. [a245]

**CARLTON HOUSE
HOTELS,**

No. 8 & 10, ICE HOUSE ROAD.

These premises, formerly known as the
Club Entrance and the Waverley Hotel,
have been thoroughly renovated and furnished
in excellent style as Private Family Hotels.
Cool Rooms, Comfort of Residents, and the
Cuisine a specialty.

Apply to—
THE MANAGER.
Hongkong, 7th October, 1904. [a1621]

HOTELS.

HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing
Music, Ping-pong and Smoking Rooms.
Private Bar and Two Billiard Rooms for
Hotel Residents.
Dining Accommodation for 300 persons.
Private and Special Dining Rooms.
European Chef and Indian Curry Cook.
Ladies' Afternoon Tea Rooms with European
Matron in attendance.
Ladies' Cloak Room.
Hydraulic Elevators to each Floor.
Bedroom Accommodation—131 rooms.
Electric Lighting throughout. Electric Fans
in Rooms, if required.
Hot and Cold Water throughout.
Wines and Groceries specially imported by
the Hotel Co.
Wines cooled by Hotel refrigerators.
Hotel Linen washed on Premises by
machinery.
Fire Extinguishing Mains and Emergency
Exits on every floor.
MODERATE CHARGES! NO EXTRAS!

**H. HAYNES,
Manager.**

**THE
PEAK HOTEL.**

Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South-
West Monsoon.

A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.

Telephone No. 29.
Town Office: 7, DUNDRELL STREET. [a1914]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.

For Terms, &c., apply to the—
MANAGER.
Hongkong, 10th June 1903. [a1892]

CONNAUGHT HOTEL.

A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, elegantly furnished.
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902. [a149]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong
One steamer (s.s. *Hemphsen*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOA VISTA."
For Terms, apply to
[a2241] **THE MANAGER**

MACAO

AND

CANTON

HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable

WM. FAEMER,
Proprietor.
[a1026]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
Jacks of 375 lbs. net \$5.00 per Cask ex Factory.
Bags of 250 lbs. net \$3.20 per bag ex Factory.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st September, 1904. [a1451]

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS.

CONFECTIONERY

WE BEG TO NOTIFY THE ARRIVAL
OF OUR NEW SEASON'S CONFECTIONERY, IMPORTED FROM

THE LEADING

LONDON AND PARISIAN HOUSES.

SELECTIONS of the PUREST and
BEST QUALITY, from the

simplest to that of

THE FINEST AND MOST

RECHERCHE CHARACTER.

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

[31]

NOTICE TO CORRESPONDENTS.
Our communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.
No anonymous signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Telegraphic Address: Press. Codes: A.S.W. 5th Ed.
Editor's Office: 33, Telephone No. 12

BIRTHS.

On 5th November, at Shanghai, the wife of THEO. RUFF, of a daughter.
On 7th November, at Shanghai, the wife of Captain HUGH MACKINNON, of a daughter.

The Daily Press.

HONGKONG OFFICE: 14, DE VOUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, NOVEMBER 15TH, 1904.

A PUPIL of KANG YU-WEI has written a book on "The Present Crisis" which appears to be about as reactionary as any writings that have lately come under our notice. He seems to have willfully shut his eyes to the obvious lessons of the past half century, although he has not failed, apparently, to see what has been taking place in neighbouring countries. He writes in strong opposition to the granting of open ports, advises his nationals to have no railways but those they build themselves, urges the authorities to drive out the missionaries as Bismarck drove out the Jesuits from Germany; advises them to dispense with all foreign officials, and in general espouses the shibboleth of China for the Chinese. He is against the open ports because they afford opportunities to foreign Governments to come in and grab territory. His attention ought to be directed to the striking case of Japan, who was compelled to open ports, and whose territorial integrity has been respected. He ought to be made to see why it is that there are no "spheres of influence" in Japan. The Japanese had possibly as great a prejudice against foreign visitors as the Chinese have, but they showed much greater wisdom in their treatment of them. They had the sense to bow to the inevitable, which the Chinese have not; and to make good use of the medicine whose taste they did not like. These open ports are China's medicine. She was very sick, and she needed it.

National integrity is a fine thing, just as individual liberty is, but the day has long since gone by when it could be allowed to assume a character detrimental to others. It is detrimental, of course, to another to be deprived of some privilege that ought in duty to be offered. The liberty of the subject is as sacred as ever, among foreigners, but it has had to be "compromised" about by all sorts of legal limitations, which, instead of impairing it, as some have loosely thought, help to conserve it. The man who stands too much upon his individual liberty is generally a curmudgeon; and the society compelled to endure his presence has various right and proper ways of guarding against painful contact with his obtrusive elbows. China was a curmudgeon among the nations, and has been treated as one. The sooner she recognises that her neighbours are not merely land-grabbers, but civilized people willing to associate with her as they associate with each other, the sooner will her troubles be over. Instead of kicking against the pricks, as the ignorant rabble, the bigotted officials, and this particular pupil of KANG YU-WEI are doing, they might do worse than listen to the students returning from Japan on the subject of how that nation has turned to account the lore and offerings of the foreigner.

As for the railways, it is rather remarkable to find such a reactionary writer agreeing that they are any good at all. He admits that railways there must be; only, "let us build them ourselves." That sounds fair, and the fair-minded foreigner is not likely to disagree with it. When and how do the Chinese propose to start making the railways that must be? We will look on and applaud. It is and has been long apparent that if this work were left to the Chinese themselves, China would be closed until the Greek Kalends, and the trade of the interior unattainable always. It has not actually been attempted, but there would be nothing unfair in using a little pressure to force railways upon China. It would certainly be no more unfair than the treatment of the British parent by the British Government. You must educate your children, he is told. If he pleads that he cannot afford it, very well, the Government will do it for him; but the child must go to school. The Chinese Government is the illiterate parent; these re-actionaries its truant children sadly in need of education.

With regard to the proselytising intruders, the writer's gracious concession that "there may be good missionaries among them" is too pretty to be spoiled by comment. His complaint that "America tries to get power by showing kindness and so getting the good will of the people" is another typically Chinese sentiment. The Good Samaritan feeding the starving cur—"Let us bite him," says the cur, "he is trying to win our good will." One of this writer's peroratory outbursts reads: "Be your own masters, and not mere shroffs and toadies to Western masters and rulers." If the Chinese were their own masters, if they, that is to say, could master their stupid passions and prejudices, cultivate a little more faith in human nature, and emulate some of the methods of these "Western masters and rulers," the "shroffs and toadies" might show more inclination to return within Chinese jurisdiction. But Peking is corrupt, the provincial officials are thieves, and all outside the "shroffs and toadies" are as densely stupid and ignorant as they were a thousand years ago. Therefore the more sensible, business-like Chinese continue to prefer their investments of money, brains, or energy under a rule that experience has proved honest to them. This they find in the foreign settlements, and so one way to spread those glad tidings—that an honest administration is a possibility, and not merely a Confucian dream—is to have more foreign settlements, or more open ports. But for the examples of those taken or granted, it is doubtful if any Chinese would yet have been brought to consider official honesty in the light of a possible policy as well as an ideal.

The Crown Princess of Korea is dead.

Mr. C. Wedemeyer, a local resident, has been appointed Consul for Mexico at Shanghai.

Chou-fu's modest refusal of the viceroyalty of the Liangkiang provinces was disregarded, and he is now proceeding to take up the post.

The Chartered Bank got judgment at the British Court at Shanghai against T. C. R. Ward, for Tls. 4,775.05, on a bill of exchange.

There is a wild rumour being circulated to the effect that the editor of "Bradshaw" is going to make that famous railway guide intelligible. We await (with considerable

The anti-foreign demonstrations in Wuhu have ceased, and the feeling seems to be subsiding.

The Indian papers contain rumours of more trouble threatened by the Afridis. The border is being patrolled.

Dr. Ellinger of Java thinks he has proved the mosquito "not guilty" of conveying malaria. He has succeeded in rearing malaria germs.

The rice crop in the Kashing district of China is said to be very poor, and there is considerable distress among the rural population.

The French are reported to be working night and day on the Yunnan railway. The coolie labourers hate to be "hustled," and many are decamping.

Two of Shanghai's most prominent sportsmen, Messrs. C. R. Barkill and W. J. Tyack, left for Home by the last German mail.

The Shanghai mandarins have decided to make a broad horse road right round the native city, outside the wall. The work is to be done by the soldiers.

Return of visitors to the City Hall Library and Museum for the week ending the 13th November, 1904, were 273 non-Chinese and 168 Chinese to the former, and 134 non-Chinese and 1,853 Chinese to the latter institution.

For the convenience of those in attendance at the Government House hall this evening, special trams will leave for the Peak at one, half-past-one and two o'clock, and special ferries for Kowloon at one and two o'clock a.m.

A bogus branch of the Shanghai Y.M.C.A. at Shaohsing (Hangchow) recently produced quite a hoard of ill-gotten money for the swindlers. They got three hundred subscriptions. A foreigner is supposed to be implicated.

The World reports a rumour, or several rumours, to the effect that Admiral Alexioff is to displace Count Lamsdorff as Foreign Minister at St. Petersburg. This means, says the Globe, a European war immediately, if the report prove correct.

The Chinese Government is being "memorialised" to increase the tax on native-grown opium to one hundred taels per chest. Tieh Liang, the originator of the proposal, thinks thus to augment the funds for army reorganisation. There will be a strong agitation against the proposal by native merchants.

Mr. Paul de Granier de Cassagnac, Bonapartist politician and writer, is dead. M. de Cassagnac was born in 1843; he joined the "Pays" in 1866; had been a member of the National Assembly since 1876, and editor of "L'Autorité" since 1884. He was a noted duellist.

Tieh Liang, the "collecting commissioner" for the Army Reorganisation Fund, made such a clean sweep in Soochow that there was no money left to pay official salaries. Urgent representations to Peking evoked a Rescript bidding him to be more circumspect in discharging his duties.

The N.C. Daily News learns from Tientsin that H.E. Yun Shih-kai, Viceroy of Chihli, has made a contract with Messrs. H. Mandl & Co. for eleven batteries, each six guns, Krupp 75-centimetre quick-firing mountain and field guns, on recoil carriages, with 6,000 rounds of ammunition for each gun, complete. The contract price is said to be £210,000.

An advocate at Shanghai, Mr. F. Ellis, recently made a rather finely drawn distinction at the Mixed Court there. He had accused a police witness of making a deliberately false statement. In obedience to a request of the Court, who showed him that he was wrong, Mr. Ellis "unreservedly withdrew" the remark, but added "But I don't apologise to the police."

Our contemporary at Shanghai, the N.C. Daily News, has caught one of its composers conveying proofs of telegrams from the office. There had been a leakage of telegraphic news. The man, who had seven years' service to his credit, was let off with a ten dollar fine, and dismissed. If one of the other papers was thus obtaining costly news, as is suggested in our contemporary's caption, "An unauthorised news agency," it was a most dishonest and reprehensible bit of enterprise.

H.E. Viceroy Chang Chih-tung has lately signed an agreement with the representative of a Koko Shipbuilding Company for the immediate construction of a number of light draught gunboats and torpedo-boats, namely, six light draught gunboats, speed thirteen knots, at Yen 455,000 each, and four second class torpedo-boats, speed twenty-three knots, at Yen 300,000 each, or a total of Yen 3,330,000 for the ten vessels to be delivered at Koko within the period of twenty-six months. "Bargain money" amounting to Yen 560,000, was paid by the Chinese officials on the signing of the agreement.

Yuan Taohai of Shanghai has made a selection of about ninety of the most physically fit members of the Hu Chun, or Garrison, of Shanghai city for the purpose of forming them into the nucleus of a Military Police Force for the native city and district of Shanghai. These men will first be trained in a Military Police School which has been lately established on the Japanese model. The increase of brigandage and the audacity of gangs of desperadoes in robbing residences within the city walls has been the cause of stirring up the local native authorities, who were first brought to a sense of their responsibilities by H.E. Governor Tuan Fang when the latter took over his post in

Soochow a few months ago.

A ball is to be given at Government House this evening, by His Excellency Sir Matthew Nathan. A very large number of guests have accepted invitations, including the visiting cricketers.

Shareholders are notified that an extraordinary general meeting of the Green Island Cement Company will be held on the 26th inst. in connection with a proposal to increase the capital of the company from \$1,000,000 to \$1,500,000.

One Chinese died of plague within the last forty-eight hours. The total number of cases since December 31st is now 501, with 486 fatalities. The cases of enteric (violet) include one European from Weihaiwei. The other eight (Chinese) all died.

The crew of the torpedo-destroyer *Riesdeltini*, including the commander, arrived at Woosung in the *Yowarts* on the 5th inst. and are now interned on the *Maadour*, with the exception of the commander, who has disappeared. He is supposed to have got on the outgoing German mail steamer.The ups and downs of street perambulation in Hongkong are a sore trial to the "short-winded," but it should not be forgotten that they prevent the motor car nuisance, which Shanghai appears to be suffering. The *Daily News* writes: "of the almost daily accidents and the hourly 'narrow shaves' we all experience."

Japanese correspondents at the front report that at the fight in the Lienhwasan section of the field the Russians guarded against the surprise of a night-attack by stretching wires connected with bells. The Japanese, unprepared for such a device, stumbled over the wires, the bells summoned the enemy, and many deaths were the immediate result.

Twenty three launch and cargo boat men were charged before Mr. H. H. J. Gompertz at the Police Court yesterday with impeding navigation and thereby causing the death of a sailor on the *Kwang Tih*, and injuring two others. This case, owing to the recent illness of Mr. Gompertz, has stood adjourned since the 27th ultimo. Each of the defendants was fined \$100.

There has been a big earthquake in Formosa, of which meagre details are to hand. There is a very large list of casualties. The earthquake occurred on the 6th instant. It was most severe in Central Formosa. The first report says that one hundred and fifty-four houses collapsed; thirty-three partially collapsed. 78 people were killed, and 23, including foreigners, wounded, in the Kagi district alone.

There was only one bidder at the Public Works Department yesterday for the lot of Crown land near Hok Un, known as Kowloon Marine Lot No. 86. It is for the term of 75 years, commencing from the 23rd of July 1900, with the option of renewal at a crown rent to be fixed by H. M. Surveyor for a further term of 75 years. The lease was sold to Mr. Sheiton Hooper at \$50 above the upset price of \$10,612.

A Japanese critic says "General Kurapatkin's report that he was obliged to order a general retreat at Shiao, as his advanced positions were enveloped by the Japanese, was palpably foolish, for the advanced position exists only with a defending army and not with an attacking force. Military experts must have noted this silly attempt on the part of General Kurapatkin to conceal his defeat."

A detail of sixteen armed Chinese sailors from the cruiser *Chinghsing* is now stationed on the Chinese Eastern Railway Wharf, at Pootung, opposite Shanghai, to patrol outside the place of internment of the crews of the Russian cruiser *Asoid* and destroyer *Grosvol*, strict orders having been issued by the Commander of the Chinese cruiser to his men to prevent all intercourse between the Russian and natives living in the vicinity.

The samples of post-cards, &c., just submitted by Mr. O. F. Ribeiro of Hongkong go far to qualify our complaint that the pretty spots of Hongkong had not been properly exploited for such purposes. They are an excellent lot of photographs, some of the coloured ones being remarkably good. There is one ingenious device for showing two views on one card that must be seen to be appreciated. The effect of pulling a small tab at one side is remarkably pleasing.

POLO.

Four scratch matches were played at the Polo Ground, Causeway Bay, yesterday afternoon. They resulted as follows:—

Major Strickland, I.M.S.; Hon. F. H. May, C.M.G.; Capt. Smith, A.D.C. to H.E. the Governor; and Lieut. Hodgson, S.F., beat H.E. Sir Matthew Nathan, K.C.M.G.; Viscount Lieutenant Kilburn, R.N.; Captain Nugent, R.G.A.; and Lieut. Knox, R.N.

Messrs. Johnstone, Hon. F. H. May, Marshall and Lieut. Hodgson beat Mr. Gedge, Viscount Lieut. Kilburn, Capt. Smith and Mr. W. Robertson.

H.E. Sir Matthew Nathan, Hon. F. H. May, Lieut. Knox and Mr. J. Hastings beat Messrs. Johnstone, G. C. Moxon, Gedge and Major Strickland.

Messrs. Johnstone, Marshall, W. Robertson and Lieut. Hodgson beat Mr. Moxon, Capt. Smith, Hon. F. H. May and Mr. Gedge.

There was a record turn up at the scratch matches last Saturday, no less than eighteen members taking part. Next Saturday, commencing at 4.15 p.m., there will be a match "Over 35 v. Under 35."

THE WAR

[REUTERS' SERVICE.]

THE BENEVOLENT NEUTRALITY OF FRANCE.

LONDON, 11th November.

The *Times* says that the Japanese Minister has called on M. Delcasse in reference to certain points relating to the observance of neutrality. There are grounds for believing that divergences of interpretation exist which, however, should not be exaggerated and will soon be removed; France having hitherto reconciled her duties as an ally of Russia to those of a neutral; while Japan appreciates the uprightness of her intentions in this delicate situation. Explanations are proceeding amicably.

(From Northern Papers.)

WAR FUNDS IN JAPAN.

TOKYO, 8th November.

The third issue of Exchequer Bonds has been covered about three times over.

FOOTBALL.

H.K.F.C. V. R.E.

Played at Happy Valley yesterday afternoon; this match ended in a win for the Club. The teams were:—

Club.—Sandford, goal; W. G. Laekie and F. C. Hall, backs; J. Wemyss, R. McPherson and E. P. Auscott, halves; W. H. Williams, F. Davies, A. O. Lang, N. H. Rutherford, and J. Clarke, forwards.

Royal Engineers.—Widdow, goal; Parkin and Johns, backs; Parker, Kinneir and Skinner, halves; Jones, Ross, Nettleton, Bell and Speers, forwards.

The Club did most of the pressing, showing a distinct improvement on their former play. The Royal Engineers, on the other hand, were rather unfortunate, as three of their regular men were absent. Mann hurt his wrist on Saturday, Lieut. Gaskell is down with fever, and Hills was unable to attend. One goal was scored in the first half, when Clarke headed the ball between the posts off a pass from Williams.

Half-time.—Club, 1; R.E., 0. In the second half Lang got through and had a successful shot.

Result.—Club, 2; R.E., 0.

HARMSTON'S CIRCUS.

Last night Mr. Robert Love gave his opening performance at Causeway Bay. It was really remarkable to note with what speed he had put up his tents and made all the other necessary preparations. The troop arrived on Sunday, and for that reason were not allowed to load their baggage till yesterday morning. Quite an army of men were employed fencing in the site, rigging tents, erecting housing for the animals, fixing the lighting apparatus, etc. A special service of trams, running from the various sections, in addition to numerous rickshaws, conveyed the many spectators to and from the Circus.

The performance started with a very attractive turn, when six lady horse riders, all astride white horses, went through some neat evolutions. The celebrated elephant then pleased everyone with some very clever tricks, walking and standing on his hind legs, walking on a barrel, lying down, and waltzing. Nelly Harmston Love next gave a "star" act on horse-back, jumping over hurdles, finishing up with a leap over six chairs. An Arab horse was put through evolutions, standing on his hind legs, etc. A baroque was given, at the conclusion of which Banvard was shoved off the stage by his horse. Jenny Harmston Love, a clever little girl of ten, pleased everyone with the *Cake Walk*. George Ginnett, of the English Circus bearing that name, gave an exhibition with his mare, *Jean d'Arc*. The animal was very highly trained, lying down for its master to rest his head on its neck—a very pretty turn. The Brothers Buggy gave another amusing clown act dressed up as Chinese. John Welby Cooke's horse-back jumping act was very good indeed.

After an interval the Zeos, trapeze artists, met with the approval of the audience. Madame Marguerite gave a hurdle exhibition, while on horse-back; the same performance being afterwards imitated by a monkey on "dog-back." The title of a comic act by the Cantons, "There in a moment," bids fair to become a byword before the Circus leaves. Miss Rhodessa's juggling act, billiard ball and plate manipulations, was very clever. Mr. Jelline's minstrel act was also praiseworthy—he seemed to knock music out of everything he took hold of, even a pair of gloves. Miss Florrie Banvard and Miss Violet then gave a song and dance. After a performance by three men on one horse, Daniel, one of the performers, entered the tiger's cage. There will be a matinee on Wednesday, commencing at three o'clock. Children will be admitted for half price.

CANTON.

[FROM OUR CORRESPONDENT.]

12th November.

HIS MAJESTY'S BIRTHDAY.
The birthday of His most Faithful Majesty King Edward VII. was celebrated in Canton. The weather being pleasant, everything went off as agreeably as possible. Although there were not many illuminations or fireworks as in previous years, still the occasion was not less jolly and enthusiastic. In the forenoon there was an official reception in the British Consulate-General. In the afternoon, at 3.30 p.m., there were sports on the tennis grounds, in which many ladies and children also took part. At the termination of the sports the Consul-General and Mrs. Campbell proceeded to distribute the prizes. A Portuguese Band from Macao was present to entertain the officials with music. A number of Chinese officials of high class in their gorgeous robes were also present. After lunch, they were photographed in group. In the evening there was a ball in the Canton Club.

THRILLING STORY OF ROBBERY WITH VIOLENCE.

In the district of Tin Pak at the prefecture of Kowchow, lying in Lat. 21 degrees 48 min. and long. 110 degrees 26 min., there is a market town known as Sui Tung, in which there are about three thousand houses and shops, and a mandarin yamen, and not long ago Messrs. Musso's Steam Navigation Company had established an agency there under the charge of its manager, Mr. Philippe Hungary. In that market town of Sui Tung the natives are doing a pretty thriving business in rice, brown sugar, salt, pigs, and fowls, from which Canton, Kong Mun, and other outlying districts obtain their supply, and three steamers, *Po On Wing*, *Hing*, and *Lau*, are running weekly to take passengers and cargoes. On the morning of November 2, at about 6 a.m., a band of over one thousand robbers, consisting of local banditti, Triad Society men, and disbanded soldiers, arrived with quick-firing rifles, revolvers, axes, and swords. They broke open the principal gate and entered. The brigand chief, a fat, villainous-looking man of about sixty, dressed in a gaudy mandarin robe with red button and feathers, was carried in an official chair by eight bearers. As they entered they went to the mandarin yamen, where was a To So, or captain in command of about twenty soldiers, and smashed the tables and chairs. The soldiers ran away. The robbers collected all the firearms that were there, and then marched to the agency of Messrs. Musso and Company. They broke open the door and fired shots into the house, the manager, Mr. Philippe Hungary, being asleep upstairs. As soon as he was awakened by the shot he got up, and ran with his wife from roof to roof until they reached a lane and jumped down. They took shelter in a poor woman's matched. Meantime the robbers were breaking and plundering in this and other houses, and carrying away money and clothing. Seven or eight persons were shot dead, and many wounded. The Captain was so terrified that he had to hide himself in a latrine to save his life. After they had finished their pillage and destruction they left like a swarm of bees. The robbers wore light black silk dresses, red waistcoats, and European straw hats. On the waistcoats were characters indicating that they were "braves" of the Tin Pak's magistracy. First they intended to attack the district of Tin Pak; but as they could not succeed they then went to Sin Tung. I am glad to learn that the case is now in the hands of the proper authority, who will, I have no doubt, do his utmost to exact an adequate indemnity.

A COMEDY.

At Yung Koo, in the district of Sun Tai, there are a great number of silk filature factories in which hundreds of females are employed to work at silk weaving. It is the place where a girl is celebrated for her ill-nature, spitefulness and other bad qualities; it is the place where a girl marries, stays two days, and goes back to her mother on the third, and will never return to her husband's home any more; or if she returns at all she will return at the age of about 30 or 40. One day, in the Chung Wai Hing silk filature factory, where there were about a hundred women and girls at work, one of them, on account of her clumsy manner of working, had incurred the rebuke of her employer. The latter ordered her to be turned out; she refused to go, and in the struggle her dress was torn. In consequence of the females in the factory got enraged, took her part and stopped work. Next day they went to the joss house to lodge a complaint charging her employer with indecency. The president or chairman of the joss house was a certain Chan, well known for his stupidity and self-conceit. He proceeded to inquire into the case, and ordered the employer to pay damages for the torn jacket; and to burn crackers from the factory to the girl's house. He refused, as he considered it *infra dig*. Then ensued a lot of parleying and vocal skirmishes without ceasing. While President Chan was trying to stop it, and ordering his servants to set the tables for dinner, the women and girls ungratefully smashed all the plates and dishes and food, and went away.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 14th at 11.35 a.m. The barometer has risen in the Yangtze valley in South China, and in the Philippines and Japan and over the Pacific.
A deep depression is passing eastward across Hokkaido. The moon is freshening in the Formosa Channel and moderate E. winds will continue in the northern part of the China Sea.
Forecast.—Moderate E. winds, fine.

THE INTERPORT CRICKET MATCH.

HONGKONG v. SHANGHAI.

THIRD DAY.

Beautiful sunny weather favoured the cricketers on the opening of the third day, and as the morning wore on, the crowd of spectators gradually increased. The smoke from the Naval Yard was not so obtrusive this time. The Shanghai batsmen, on returning to the pavilion, complained of the wicket not being so good as on the previous days, and the manner in which the ball bumped certainly testified to this.

On drawing stumps on Saturday Shanghai had a total of 138 runs for 8 wickets. Wallace and Drummond, the two players who carried their bats, again went in yesterday morning. Wallace had a score of nine on, whilst Drummond had not scored. Wallace put up five more and then fell a victim to Bird. C. C. Duman, the last man in, then took the bat and succeeded in scoring a run before Drummond was bowled by Bird.

In this innings there were no less than 31 extras, which brought up the total to 169. The fielding generally was not good.

The second innings for the Hongkong team was opened by R. Hancock and C. M. G. Burnie, and Hancock again got a start and treated the bowling lightly. From a ball by Potter, Burnie played high and was caught by Turnbull at point. Heath took his place, and getting well under Lanning's balls drove several of them to boundary. He treated Turnbull in a similar manner, until, missing a drive, his wicket went down. The score now stood two for 47, the retiring batsman having made 33. J. Dixon filled the vacancy, but his stay was short. He had scored six when Turnbull took his wicket. Arthur then made his advent, but did not stay long. He skied a ball from Turnbull, which was caught by S. Wallace. His score was two. Lumsden now accompanied Hancock, who from Turnbull's bowling sent a few to the boundaries. Potter then bowled an over and took Lumsden's wicket before he had made a score.

With the fifth wicket down the score stood five for 73 when H. Hancock took the bat with his brother, and driving Potter's second ball made his first score. From Turnbull's bowling R. Hancock dangerously skied a ball, but no fielder being near enough, still retained his bat. Lanning again went on for an over and rolled the balls in with his usual quickness, but the batsmen drove them about the field. Turnbull again tried his skill, but the ball was three times sent to the boundary, the third time bringing the home team's score up to the century.

C. C. Dew was then put on for an over, and the changing of the bowlers proved disastrous to the Hongkong team. R. Hancock was given out by w from his first ball and he retired from the field after putting up the score of 35.

Pearce was the next man in, and his score of five decided the game in favour of Hongkong. There were still four wickets to fall but stumps were drawn and the cricketers adjourned to tiffin.

Complete scores are as follows:—

SHANGHAI—First Innings		228
Second Innings		138
H. R. Parkes, b. T. Dixon	30	
V. H. Lanning, c. and b. J. T. Dixon	20	
W. H. Monte, b. w. b. J. T. Dixon	21	
T. Wallace, c. F. H. Smith, b. J. T. Dixon	9	
F. W. Potter (capt.), b. J. T. Dixon	2	
W. J. Turnbull, c. A. G. B. Bird	2	
O. V. Lanning, c. J. T. Dixon, b. T. S. Smith	16	
G. C. Dew, c. Dixon, b. Bird	7	
E. Wallace, not out	14	
J. I. Drummond, b. Bird	0	
C. C. Duman, not out	1	
Extras	31	
Total	169	

Hongkong—First Innings		374
Second Innings		169
R. Hancock, b. w. b. Dew	35	
Burnie, c. Turnbull, b. Potter	0	
Heath, b. Turnbull	0	
J. Dixon, b. Turnbull	0	
Arthur, c. S. Wallace, b. Turnbull	2	
Lumsden, b. Potter	0	
H. Hancock, not out	21	
Pearce, not out	5	
Extras	7	
Total (six wickets)	119	

BOWLING ANALYSIS		
SHANGHAI—SECOND INNINGS		
Potter	12	2
V. H. Lanning	9	27
Turnbull	12	40
Dew	12	6
HONGKONG—SECOND INNINGS		
Lumsden	12	21
Hancock	13	4
Pearce	8	12
J. T. Dixon	16	35
Bird	15	37
T. S. Smith	2	1

CHINESE SIGNBOARDS.

The following is a translation from Chinese of a notice issued by the Registrar-General. Signboards other than those of Chinese design and of Chinese characters are not allowed to hang above the roads and the side passages.

Chinese signboards should be hung at least seven feet above the roads.

No Chinese signboards are allowed to hang above the small passages having covers.

Chinese signboards hanging above the small passages where there are no balconies and verandahs should be at least seven feet above the ground.

Chinese signboards of houses where there are balconies should not be two feet more than the width of the balconies above the roads.

Chinese signboards outside houses where there are small verandahs should not be hung more than one foot six inches longer than the width of the verandahs.

Chinese signboards must not be more than one foot and two inches wide.

Other signboards, as those of the pawnshops, must be made according to the usual form.

Any person violating the above regulations will be prosecuted under the Health and Buildings Ordinance.

SUPREME COURT.

Monday, 14th November.

IN ADMIRALTY JURISDICTION.

BEFORE SIR H. S. BERKELEY (CHIEF JUSTICE), AND CAPT. HON. BARNES LAWRENCE R.N. (NAUTICAL ASSESSOR).

N. D. L. S.S. "WONGKOE" v. B. I. S.S. "UJINA."

This was a consolidated action between the Norddeutscher Lloyd S. N. Co., as owners of the British India s.s. *Wongkoe*, and the British India S. N. Co., as owners of the s.s. *Ujina*.

The Hon. E. H. Sharp, K.C., instructed by Mr. Gedgo (solicitor of Messrs. Johnson, Stokes and Master) appeared for the N.D.L., and Mr. M. W. Slade (barrister), instructed by Mr. John Hastings (solicitor), for the B. I. S. N. Co.

The Norddeutscher Lloyd claimed judgment for the damage occasioned by the collision and costs; a reference to the Registrar, assisted by merchants, to assess the amount of damage; and such other relief as the case might require.

The B. I. S. N. Co. counterclaimed the condemnation of the plaintiffs in the damage caused to the *Ujina*, and also costs of the actions; to have an account taken of such damage with the assistance of merchants; and a further relief as the case required.

The Hon. E. H. Sharp (with reference to His Lordship having received an application for the *Ujina*'s evidence to be taken first, it being more convenient for the witnesses) said that this was now unnecessary, as the *Derwongkoe* arrived from Bangkok on Sunday with the *Wongkoe*'s witnesses.

Mr. Slade said that as the arrangement had been made they would do better to proceed with his witnesses. He was not prepared to cross-examine the other witnesses.

His Lordship opined that it would be better to take the *Wongkoe*'s witnesses; why reverse the parties? What did Mr. Slade mean by not ready?

Mr. Slade said he had not been through the log books. He had only four urgent witnesses.

Hon. E. H. Sharp objected, but His Lordship said he had no time to waste, and the case was proceeded with, the *Ujina*'s witnesses being taken first.

J. Chivers, chief officer of the *Ujina* when the collision occurred, gave evidence.—At the time the *Ujina* was coming from Singapore to Hongkong. Her gross tonnage is 5,310; nett 3,426. There was about 8,000 tons deadweight of general cargo and bunker coal on board at the time of collision. The vessel is 420 feet long overall, nominal h.p., 290. Her ordinary full speed is about eight knots. She is a single screw steamer. On the 3rd August we first of all observed the *Wongkoe* coming up astern of us, overtaking our ship. This would have been between five and six o'clock in the afternoon.

She passed us well outside Green Island, probably five or six miles south of it. She was proceeding towards Sulphur Channel. When she passed through Sulphur Channel we lost sight of her. She was then approximately about a mile ahead of us, possibly more. We stood on the course till reaching Sulphur Channel, and then passed through. I was on the forecastle head then at my station. After passing through the Channel the course may have been altered, but I do not like to give evidence on that point as I was forward. I did not see the *Wongkoe* any more to know it till, after I was told that it was the *Wongkoe* we had collided with. A few minutes later I saw the signal lights of the steamer with which we collided, and thought she was proceeding out of the harbour on a westerly course. I saw what I took to be two white mast-head lights and a red side-light. When I first identified them they were about two points on our port bow. After this the light drew ahead a bit. It is exceedingly hard to give an estimate of how far the lights were off; I should say half a mile. The night was dark and the hull of the ship could not be seen at all. I received an order to stand by the starboard anchor, almost simultaneously with the lights drawing ahead. I simply stood by; it being stations everything was ready; I had only to release the pin from the tumbler. Soon afterwards—about a minute—I received the order to let go the anchor. I promptly let it go, there being no hitch. I then saw that we were close down on the other ship; immediately before this my attention was taken up with the anchor. Hoping to check the ship's way I allowed fifteen fathoms of chain to go out, and then applied the break. This was the utmost chain I could afford to pay out, as we were close down on the *Wongkoe*. We then struck the other ship on the starboard quarter. We backed out from her; I received orders to heave up anchor, as we were going to another berth. I saw that we had struck her on the starboard side, and I think she was heading in an easterly direction. I do not know how we were heading, and cannot therefore say how she was heading. I may say that from the time I got the order to stand by my attention was so taken up that I did not notice any lights on the other ship; I was mostly facing the bridge. I expected that we would hit the other ship, in the event of a collision, on the port side; as when I last saw the signal lights the *Wongkoe* had her port side to us—at least that was the inference.

Mr. Slade suggested that the lights might have been on the wrong side.

Witness (continuing)—I did not notice the other ship's mast-head lights after the collision. I was busy heaving up anchor and examining our own damage. I do not know if the other ship was at anchor. I do not know what way our ship had on. She may have been going half-a-knot or less. Our stem (steel ship) was twisted around to starboard, and our bow plates were buckled. The ordinary anchor lights of a ship with her head to the east, supposing there was

also the addition of a red side-light, would lead one to believe that the anchor lights were mast-head lights, and the ship was proceeding on a westerly course.

His Lordship—You saw mast head lights? Mr. Slade—Our case, My Lord, is that the *Wongkoe* was at anchor. As soon as she dropped anchor she took in her side lights, and in taking them in put the red light down on somewhere where it showed across the ship, and that is what we saw and took to be the steamer's red light, and thought the vessel to be under way.

Witness continued—They turned out afterwards to be anchor lights. The light to the left was the lower of the two. The foremost masthead light should be the lower of the two, but the after anchor riding-light should be the lower of the two. In this case the light to the left or westward was the lower of the two. The difference in height of two mast-head lights of a vessel under way is not less than fifteen feet. In the case of anchor lights the difference must also be fifteen feet, but *vice versa*. I saw the red light between and below the other lights. When we let go the anchor there was about five fathoms of water; our draught was 24ft. 4 in. forward and 24ft. 8 in. aft.

Cross-examined, witness said—I took no part in the actual navigation. The *pure-wallah* (Lascar look-out man) reported the lights. I did not do so; my voice would not carry, the distance being quite 200 feet. The lights were reported by sounds on a bell.

Counsel—Have you no means of communicating from the bridge in case of danger?

Witness—My voice would not carry. The look-out man would strike once on the bell for something on the port side, twice for something on the starboard side, and three times for something ahead. Two strokes on the bell was given by the Lascar on the look-out. That was just about the time I saw the lights myself.

His Lordship—Are you absolutely certain you saw a red light?

Witness—Yes, My Lord, I hold a master's certificate, and have passed a colour test.

His Lordship (holding up a piece of blotting paper)—What colour is this?

Witness—Pink.

Continuing, witness said—In a ship of this size the height of the forward (lower) mast-head light above the deck would be about forty feet. The lower anchor light, usually hoisted on the halysards of the flag-staff at the stern, at a height of 10 to 15 ft. above the deck. I could not see the ship's hull at all; I know of no system by which I can tell the actual height of the lights. When I first saw the lights they were on the port bow; they were afterwards ahead. I should say we were under the influence of starboard helm. I do not know if we were still swinging when the collision occurred. We struck at a slight angle, say of seventy degrees towards the stern at the moment of impact. We must have scraped a little forward. The anchor had the effect of checking the ship's way. The vessels were only a few feet distant when I applied the break. I applied the break at from ten to fifteen feet. Looking down the *Ujina*'s bow I could not see what damage had been done to the *Wongkoe*—that speaks how difficult it was to distinguish things under the conditions. The electric lights on the *Wongkoe*'s deck blinded me. I should say we were about a hundred feet from the *Wongkoe* when the anchor was let go and ten feet when the break was applied.

After tiffin the former witness said he would like to point out that the minimum height for a ship to carry her mast-head light was 20ft., not 40ft.

Leonard Jones, third officer of the *Ujina*, deposed: I hold a second mate's certificate. I was on the bridge when the ship came through Sulphur Channel, attending to the engine room telegraph. I had no actual part in the navigation of the ship; the commander was on the bridge. I had to note the times of orders given to the engine room. Green Island Light was abeam about 7.25 p.m. Before entering Sulphur Channel we went to stations. I posted the entries in the deck log. I was standing on the bridge near the telegraph, half way between midships and the port side. I had never been in Hongkong before. We came through Sulphur Channel at full speed, but altered to half ahead at 7.34 p.m. About eight minutes after passing Green Island Light I saw the lights of the vessel we afterwards collided with. I saw some white lights about two points on the port bow. When the vessel was ahead, the Captain said "She is showing a red light"; then I saw it. Up to that time I was not paying any particular attention. I went to the telegraph, heard three blasts, and the Captain gave the order full astern. That was at 7.37 p.m. At 7.39 p.m. the anchor was let go, and the collision occurred at 7.40 p.m. The Captain gave the order to port helm when the order was given to go astern. All the Captain's orders were in Hindustani; I understand some Hindustani, bridge Hindustani. I took the time from my own watch, corrected by the ship's time. After the order to go astern was given the bearing of the other ship did not alter. Our ship, therefore, was not moving, or she did not answer her helm. We struck; the shock was not very heavy. We backed out and proceeded to another anchorage.

Cross-examined, witness said—I took a pilot outside Sulphur Channel. After that the ship was navigated under the pilot's orders, a Chinese pilot. From stations until the ship was anchored, at about eight o'clock, I made all the notes.

It was mentioned that the *Ujina*'s log-books in Court were the chief officers log, the official log, and a copy of the engine room log—not the rough deck log. Hon. E. H. Sharp said it would be more satisfactory to have all the log books. The others, however, were on the ship and the ship was at Mauritius.

Continuing, witness said he did not notice another ship immediately previous, but they passed one five or six minutes before.

Hon. E. H. Sharp—What do you mean by "7.29 p.m. put engines full astern and let go anchor," an entry in the log?

The log was produced and Mr. Slade explained that the figures should be reversed.

Witness was not able to say whether the *Wongkoe* moved or not during the time he saw her. During the latter three minutes before the collision there was no perceptible alteration in the bearing of the *Wongkoe*. The order to go astern was promptly carried out by the engine room, and he felt the vibration of the vessel thereby caused. The *Ujina* was deep loaded. He was not able to give an opinion about the ship being low powered.

Mr. Slade said she was low powered, an eight or nine knot vessel.

Hon. E. H. Sharp asked if for the three minutes after the engines being altered from full to half speed there was much difference in speed—did she carry her way?

The Hon. Barnes Lawrence was consulted; he said there would not be much difference.

Witness said he had an impression that after hearing the three blasts he heard a sound as if of anchoring coming from the direction in which the *Wongkoe* was lying.

His Lordship—Could you have mistaken the light of the red buoy in that locality?

Witness—Impossible.

His Lordship—Was it an optical illusion?

Witness—No, My Lord, not that. We saw the red light practically up to the time of collision.

The Chief Officer was recalled and gave evidence regarding the log-book; and the red light on the fairway buoy.

Robert Campbell, the chief engineer, was sworn. He is now the chief engineer of the s.s. *Pentacota*, of the same company. He said the *Ujina* had the ordinary horse power of a cargo steamer and gave other evidence regarding the engines, which were first class. It would take from fifteen to twenty-five seconds to reverse the engines from ahead to astern. When the engines were reversed they were opened right out.

After the collision he saw the water being churned up by the *Wongkoe*'s propeller. He had seen the red light in question and took it to be the port light of a vessel.

Cross-examined, witness said the normal "full-speed" would be 8½ to 9 knots, but after he received half-an-hour's notice before stopping steam was allowed to go down, making a difference of about half-a-knot in the "full speed." The "half speed" would be 6½ knots. It took three to three and a half minutes to stop the vessel, when going at half speed.

James Boyd, the third engineer, corroborated the chief-engineer's statements. He was not looking to see which way the churned-up water of the *Wongkoe* was travelling. He simply observed that the propeller was moving.

The Court was adjourned till eleven o'clock this morning.

CORRESPONDENCE.

CRICKET "CARNIVAL."

TO THE EDITOR OF THE "DAILY PRESS." SIR,—During the present cricket festival, when so many renowned votaries of the willow have gathered together in Hongkong, it would not be out of place to throw out a suggestion for a future carnival on a much more extensive and attractive scale, if it could be arranged.

Bombay is the home of Indian cricket and owns a number of excellent cricketers, both English and Native. Among the latter, the Parsies have proved themselves the champions, and no single European gymkhana or club can beat a representative team of Parsies. When Lord Harris, himself a keen cricketer, was Governor of Bombay, he hit upon the idea of arranging every year a match to be played between the best English cricketers of the whole of the Bombay Presidency and a representative team of Parsies, the last of which kind of match was played on the ground of the Bombay Gymkhana about three months ago, and the Parsies were victorious. This is now an annual fixture, and during the three days of the game nearly twenty thousand eager spectators gather together on the ground to witness the contest. Thus far, our interport fixtures have been confined to the Straits only, but if the organisers could arrange for the next year to invite a Parsie team that every year plays the Presidency to play against a combined team of the Far East (Colombo included), there would be a spectacle worth witnessing, the like of which Hongkong, which should be chosen as the centre, has never seen before and which keen cricketers would ardently wish for every year.—Yours, &c.

PARSEE.

THE "CHWNSHAN" WRECKED.

The *Chwenshan* is a wreck at the Hinna Heads. The steamer, while on a trip from Hongkong to Swatow with a cargo of coal, struck on the Banks. So far all efforts to get her off have proved unavailing, and it is said that the vessel is a total wreck. This is a steel screw steamer classed 100 A. 1 at Lloyd's; was built at Newcastle in 1888; length, 285ft.; breadth, 36ft.; depth, 24ft.; gross tonnage, 1,999, and net tonnage, 1,282.

A Soochow despatch states that complaints having been lately received by H. E. Acting Viceroy, Tuan Fang, that some foreigners have made an appearance in certain non-treaty ports, some for the purpose of opening lounges and others on a errand of collecting debts, owing by Chinese to Chinese residing in inland cities. His Excellency has instructed the Customs Agents in his jurisdiction to protest to the Consuls of the foreigners concerned on the ground that such conduct is contrary to Treaty, and notifies that Chinese officials intend to enforce the Treaties by arresting such trespassers and sending them back under escort to the nearest treaty ports.

XMAS IS DRAWING NEAR.

THE MOST ACCEPTABLE FORM OF

GREETING

IS A LOCAL VIEW TAKEN BY YOURSELF ON A XMAS SLIP-IN MOUNT.

LONG HING & CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).

Hongkong, 10th November, 1904.

CURIOUS STORY OF A NEWLY ARRIVED MISSIONARY.

The *Straits Times* on the 2nd instant told this interesting story in its editorial columns:—

Over five years ago, in March, 1896, certain Singapore sportsmen will recall being interested in a sensational picture of local interest which appeared in the *Illustrated London News*. It was entitled "Count de Geloe's Narrow Shave," and represented the smash-up in which that plucky Frenchman was nearly killed when he was in a fair way to win the Liverpool Grand National—a classic event that has so far never been captured by a foreigner—with the celebrated half-bred Pistacho. It was a memorable disaster in a great race, wherein twenty started and six fell, and which was won by Manifesto. In the M. de Geloe, who was mixed up in the smash, the local horsemen recognised the merry Borneo to hacco planter of ten or a dozen years before, whose instincts in the matter of horse-racing and horses generally seem'd far more Irish than French. M. de Geloe left here in 1887, and between that year and 1899 he hunted and raced in every corner of England and France where he could enjoy "the sport of kings."

When he got over the disastrous accident on Pistacho, it was found that the fall had injured that particular convolution of his brain—the Third Convolution, the scientists call it—which controls the muscles of speech. He could only gabble spasmodically and imperfectly. M. de Geloe pondered the matter over in his head, and reflected that perhaps it was time to try an entirely new mode of life. Accordingly he sought the nearest monastery of Jesuits and there and there offered to enter the Order and become a missionary. The experienced padres to whom he applied, however, threw a damper upon his ardour. They explained that his difficulty of speech would handicap him in the mission field; so he went away to give further thought to the matter. Then he had various interviews with the Father Superior, whose encouragement was not strong, but who recommended him to set down a date whereon he could go to a species of religious retreat for a little while, and ponder over his determination in solitude amid ecclesiastical surroundings. This the stricken horseman agreed to do, and he went forth to pass the time as best he could in the interim. The last day of his comparative liberty duly dawned, and the first thing that met M. de Geloe's eye in the morning paper when he had finished his first cup of coffee was the announcement of a race meeting where a mount awaited him. M. de Geloe thereupon ceased brooding. He uttered the then fashionable equivalent for "What-ho!" and started off to the meeting. He secured his mount, and faced the flag and got well away; then—following the precedent of his last race—he came another tremendous cropper. They picked him up and carried him off the course. His head was cut, and they feared his skull was smashed this time. But it wasn't. As soon as his scattered senses came back, he could talk as well as ever. The second crash had knocked that wretched Third Convolution back into its right place again, and save for a split scalp and an aching head, the ex-planter was as sound as a nut. That evening—with a bandage around his head, and a pinkish eye—M. de Geloe again presented himself to the Jesuits. "A miracle!" said they when he addressed them. "A horse race," replied M. de Geloe. "But here I am anyhow," he headed. And M. de Geloe entered the Order. Why this tale, at this late day? The reason is purely local, and, in view of the recent race meeting here, it may arouse special interest. Moreover, among the passengers who arrived from Europe by the P. and O. mail steamer *Chusan* last Saturday, and spent the night with friends in Singapore are proceeding on the voyage to Hongkong, was one who figured on the passenger list as the Rev. M. de Geloe, S.J. It was the same M. de Geloe, formerly tobacco planter of Borneo, and the rider of Pistacho in the great smash-up that spoiled Manifesto's Grand National. He is en route to join the missions in China.

SHIPPING NOTES.

STEAMER MOVEMENTS.

The P. & O. steamer *Nubia* left Singapore for this port on the 13th Nov. at 10 p.m., with the outward English mails, and is due here on the 18th Nov. at about noon.

The P.M. steamer *China*, with mails, &c., from San Francisco to the 25th Oct. via Honolulu, left Yokohama for this port on the morning of the 13th Nov. via Kobe, &c., due here on, or about the 22nd Nov.

The steamer *Mongolia* left Manila on Sunday morning, the 13th Nov.

The O. & O. steamer *Coptic*, with mails, &c., which left hence Oct. 13th for San Francisco via Shanghai, &c., arrived at her destination on the 11th Nov.

The I.G.M. steamer *P. R. Luitpold* left Kobe via Nagasaki and Shanghai on Sunday at 10 p.m., and may be expected here on or about the 22nd November.

The I.G.M. steamer *Princess Alice*, which left here last Wednesday noon, arrived at Singapore on Sunday, the 13th Nov. at 3 p.m.

The O.S.S. & C.M. steamer *Ningchow* left Singapore on the 13th Nov. at daylight, and is expected here on the 18th Nov. at daylight.

The I.G.M. steamer *Preussen*, which left here on the 10th Nov. at 6 a.m., arrived at Shanghai on Sunday at 2 a.m.

The C.P.R. steamer *Tartar* left Yokohama on Saturday, the 12th Nov., p.m., for Victoria and Vancouver.

MISCELLANEOUS.

The s.s. *Huengshan* goes to dock for her annual overhaul on Friday, when the s.s. *Honan* temporarily takes her place on the Macao run.

The German steamer *Carl Menzel* reports having been stopped for about eight hours by the Japanese cruiser *Chitose*, while on her voyage here from Chefoo. Some cargo was taken out on dock and examined by officers—and left for the steamer's people to put back again. The *Menzel* passed four floating mines inside of half an hour while off Lincolnton.

TRADE MARK.

TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$16.00 PER CASE OF 6 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

ROBINSON PIANO CO., LD.

NEW IRON
FRAMED
PIANOS

\$425.00

GUARANTEED FOR CLIMATE.

NOTICE.
Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor only, and special business matters to the Manager.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated.
Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Telegraphic Address: Pansa, Codes: A.B.C., 5th Ed. Litcher's.
P.O. Box, 38. Telephone No. 12.

NEW ADVERTISEMENTS

LOST—DOG.

JAPANESE PUG (male), Five Months Old; White Face, Tail and Feet; Black Ears; Body Black and White. Disappeared from residence Morning of November 14th. TWENTY-FIVE DOLLARS reward will be given and no questions asked if returned to—
Mrs. C. W. CLARK,
No. 5, Ripon Terrace,
Hongkong.
[2624]

ILLUSTRATED POST CARDS

with views of
HONGKONG, CANTON, MACAO AND CHINESE
COSTUMES, &c., &c.,
over 200 Varieties to Select.
The excellent assortment in Coloured is most suitable for Xmas and New Year Greetings.
KANGLEE & CO.,
No. 4, Queen's Road Central
(opposite Connaught Hotel).
Hongkong, 14th November, 1904. [2685]

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN—that an EXTRAORDINARY GENERAL MEETING of the Green Island Cement Company, Limited, will be held at the COMPANY'S OFFICES, St. George's Building, Prince of Wales, Hongkong, on SATURDAY, the 26th day of November, 1904, at 11 o'clock in the forenoon, when the Subjoined Resolution will be proposed:

That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 Shares of \$10 each) to \$1,500,000 (divided into 150,000 Shares of \$10 each) by the creation of 50,000 New Shares of \$10 each to be offered and if accepted to be allotted to the persons constituting the Shareholders of the Company according to the Company's Register of Shareholders on the 28th day of February, 1905, at a premium of \$10 for each and every Single Share of such 50,000 New Shares in the ratio and proportion of One New Share for every Two Old Shares in the Company held by the respective Shareholders thereof; the amount payable on each of such New Shares respectively (including the said premium of \$10 per Share) to be paid as to one equal half thereof on the 31st day of March, 1905, and as to the remainder thereof (including the balance of the said premium) on the 30th day of June, 1905.

And that failing such allotment as aforesaid the said New Shares be disposed of by the General Managers in accordance with the Company's Articles of Association.

And that for the purpose of facilitating the carrying into effect of the above Resolution the Transfer and other Books of the Company be closed for the space of seven days as on and from the 1st day of March, 1905.

Should the above Resolution be duly passed it will be submitted for confirmation as a Special Resolution to a Second Extraordinary General Meeting which will be subsequently convened.

Dated this 14th day of November, 1904.
SHEWAN, TOMES & CO.,
General Managers.

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-EIGHTH ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on TUESDAY, the 8th December, at 11 o'clock in the forenoon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts to the 30th April last, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd inst., to the 6th proximo, both days inclusive.
By Order of the Board of Directors,
JAMES WHITTALL,
Secretary.
Hongkong, 15th November, 1904. [2628]

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT

is now ready and contains:—

Epitome of the Week's News.

Leading Articles:—

The New Peak Tramway.

The Neglect of Imperial Interests in China.

The Chinese Prejudice.

The Law of Contraband.

China and Tibet.

Hongkong Jottings.

Supreme Court.

The King's Birthday Celebrations.

Fashionable Weddings.

Hongkong General Chamber of Commerce.

Alcove.

Hongkong Boat Club.

Shanghai Gas Co.

Trade Difficulties in the Interior.

The Stranding of the "Swanley."

Trade Marks.

Footwear.

Water Statistics.

Yokohama Harbour.

The Canton Hankow Railway.

The Currency Question.

The Cotton Crop.

Suicide at Hongkong.

The International Institute at Shanghai.

The a.s. "Kashing."

Stabbing Affray.

Registration of Chinese Partnerships.

Big Yokohama Life Insurance Claim.

Hongkong Dairy Farm Annual Meeting.

Canton.

Hongkong Nursing Institution.

The Far East.

Trade Items.

Hongkong and Port News.

Miscellaneous.

Commercial.

Shipping.

Subscription, \$12 per Annum, payable in advance, postage \$2.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies, Cash.

Hongkong, 11th November, 1904.

NEW ADVERTISEMENTS

CHEAP SALE OF FURNITURE.

IN consequence of Removal to New Premises, the undersigned offers his Stock of FURNITURE at considerably reduced prices. Inspection respectfully solicited.
LI KWONG LOONG,
No. 1, Wyndham Street,
Behind the Old Hongkong Club Building,
Hongkong, 14th November, 1904. [2683]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, **TODAY (TUESDAY),** the 15th November, 1904, at 2 p.m., precisely at his SALES ROOMS, Queen's Road, A LARGE ASSORTMENT OF **JAPANESE CURIOS,** Comprising:—
RARE SATSUMA, FINE SILVER CLOISONNE, SILVER and PLATED WARE, BRONZES, SILK GOODS, EMBROIDERIES, and EMBROIDERED SCREENS;
&c., &c., &c.
TERMS OF SALE:—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 15th November, 1904. [2689]

FOR SHANGHAI.

(Taking Cargo at through rates to TSINGTAU and CHEMULPO.)

THE Steamship

"LOONGMOON,"
Captain F. Kalkofen, will be despatched for the above ports **TODAY, the 15th inst., at 3 p.m.** This Steamer has superior accommodation for First and Second class passengers. For Freight or Passage, apply to **SIEMSEN & CO.,**
Agents.
Hongkong, 14th November, 1904. [2689]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SENEGAMBIA,"
Captain Jehru, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, **TODAY, the 15th inst.**

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 14th November, 1904. [2631]

AMERICAN ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"KISH,"
Captain E. Robertson, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Wanchai Storage Company at Wanchai, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **SHEWAN, TOMES & CO.,**
General Agents.

Hongkong, 14th November, 1904. [2632]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 p.m., of the 17th inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **DAVID SASSOON & CO., LD.,**
Agents.

Hongkong, 14th November, 1904. [2690]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LD.

is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W.

J. W. KEW,
Manager.

1st Floor, 37, Connaught Road
Hongkong, 18th June, 1903.

DAVID GORSAR & SON'S

MEMORANT NAVY
NAVY BOILED
NAVY FLAK
RELIANCE CROWN
TARTANING
ARNHOLD, KARBERG & CO.,
Sole Agents.
[2486]

THE AMERICAN SYSTEM OF DENTISTRY

Dr. M. H. CHAUN,
37, DES VEXES ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1904. [2161]

ENTERTAINMENT'S

HARMSTON'S CIRCUS

AND ROYAL MENAGERIE

OF PERFORMING WILD ANIMALS

LOCATION: CAUSEWAY BAY, NEAR POLO GROUND.

TO-NIGHT, AT 9 P.M.

ABSOLUTELY THE BEST SHOW THAT HAS EVER VISITED HONGKONG.

OUR COMPANY OF STAR ARTISTES.

THE ZOES, THE CANTONS, IONA GINNETT, RHO. ESIA, GEORGE GINNETT, JOHN WELBY COOKE, GILLEN, MIDDLE, OURA, THE BUNYNS.

THE ELECTRIC TRIO—THE ALTON BROS.

FLORENCE, VIOLETTA MARGUERITE, AND

20 OTHER ARTISTES 20.

OUR BEAUTIFUL STUO OF HORSES ALSO TIGERS, ELEPHANTS, LEP. ARDS, BEARS, MONKEYS, GOATS, &c.

FIRST GRAND MATINEE: WEDNESDAY AFTERNOON, NOVEMBER 16.

Doors Open 3 o'clock. Commences 4 o'clock.

Children Half Price to Matinees only.

PRICES OF ADMISSION:—

Full Box, 6 Chairs ... \$18.00

Single Seat, Box ... 3.00

Chairs ... 1.00

Stalls ... 0.50

Gallery (Chinese only) ... 0.50

N.B.—The Electric Tramway Co. will run special Cars before and after the Performance.

Booking Office: Robinson Piano Co., limited.

MADAME HARMSTON-LOVE,
Proprietress.

ROBERT LOVE, Manager.

R. ALTON & A. LEONARD, Agents.
Hongkong, 7th November, 1904. [2618]

HONGKONG AMATEUR DRAMATIC CLUB.

THEATRE ROYAL.

THE COMEDY OPERA ENTITLED

"DOROTHY"

IN THREE ACTS

Will be Produced on the following dates:—

SATURDAY, 18th NOVEMBER, 1904.

TUESDAY, 22nd " "

WEDNESDAY, 23rd " "

THURSDAY, 24th " "

FRIDAY, 25th " "

MONDAY, 28th " "

Doors Open at 8.30 P.M., Curtain Rises at 9 P.M.

The Booking Office (at The Robinson Piano Co.) will be Opened to GUARANTEES ONLY on 3rd November, and to the General Public on and after 5th November, between the hours of 9 A.M. and 4.30 P.M. each day.

Late Trams quarter-of-an-hour after fall of Curtain.

Stalls and Dress Circle ... \$3.

Pit Stalls ... \$2.

Pit ... \$1.

A. CHAPMAN,
Business Manager.
Hongkong, 1st November, 1904. [2574]

VICTORIA RECREATION CLUB.

AN EXTRAORDINARY GENERAL MEETING

of Members will be held at the CITY HALL TOMORROW (WEDNESDAY), the 16th day of November, at 6.45 p.m., for the purpose of approving the Plans and Estimates for the construction of the proposed Club House on the New Site, Murray Pier Extension, &c., &c.

HAROLD C. AUSTEN,
Hon. Secretary.
Hongkong, 10th November, 1904. [2657]

TONG CHONG WO & CO.

No 98, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure

HAVANA CIGARS AND CIGARETTES

They are made of best Havana leaves and possess a mild and choice flavour.

Inspection courteously invited.
Hongkong, 26th May, 1904. [1233]

AUCTION.

PUBLIC AUCTION.

THE Undersigned has received instructions from C. ROGGE, Esq., to Sell by Public Auction,

on **THURSDAY,**

the 17th November, 1904, commencing at 2 p.m. Sharp, at his Residence,

No. 1, ELLIOT CRESCENT, Robinson Road,

THE WHOLE OF HIS

VALUABLE HOUSEHOLD

FURNITURE,

Comprising:—

SILK TAPESTRY DRAWING ROOM

SUITE, PICTURES, CURIOS, ORNA-

MENTS, BRASS MOUNTED FENDERS,

FANCY TABLES, CHAIRS, CARPETS,

RUGS, CURTAINS, CORNICES, &c.,

VERY FINE EXTENSION DINING

TABLE (11 leaves), DINING CHAIRS,

HALL and HOLTZ SIDEBOARD with

BEVELED GLASS and DINNER

WAGON, TEAK CABINETS, OVER-

MANTELS, FINE ICE CHEST, DINNER

PLATE and GLASS WARE, CUTLERY,

SEVERAL SINGLE REDSTEADS,

CAVVED WARDROBES with BEVELED

GLASS, MARBLE TOP WASHSTANDS

and TOILET TABLES, TIN-LINED BOX

COUCH, CHESTS of DRAWERS, BOOK

CASES, PHONOGRAPH with RECORDS,

WELSCHBACH BURNERS, KITCHEN

STOVE and UTENSILS, PANTRY and

BATHROOM REQUISITES, &c.;

Also

One COTTAGE PIANO;

One SINGER'S TREADLE MACHINE;

One MANGLE; And

A Quantity of PALMS and other PLANTS.

TERMS:—As Customary.

Catalogues will be issued.

On view from Tuesday, the 15th November.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, 10th November, 1904. [2650]

PUBLIC COMPANIES

THE HONGKONG STEAM WATER-BOAT CO., LD.

NOTICE TO SHAREHOLDERS.

THE FOURTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 37, Connaught Road, on FRIDAY, the 25th day of November, at Noon, for the purpose of presenting the report and statement of accounts to 30th September, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 25th November, both days inclusive.

J. W. KEW,
Manager.

Hongkong, 10th November, 1904. [2658]

A. S. WATSON & CO., LIMITED.

Issue of 30,000 New Shares of \$10 EACH.

SHARE CERTIFICATES will be ready for delivery on and after the 20th instant, and may be obtained on application at the Company's Offices, Alexandra Buildings, in exchange for Hongkong and Shanghai Banking Corporation's receipt.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 19th October, 1904. [2475]

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on account of the Year 1904 of Fifty cents per Share

TO LET

TO LET.

NO. 1, RIFON TERRACE (in FLATS).

A HOUSE in WONG-NEI-CHONG ROAD, facing Race-course. FLATS in MORETON TERRACE, facing the Polo Ground. OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER). GODOWNS, PRATA EAST. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 29th June, 1904. 175

TO LET.

3RD FLOOR, suitable for Office.

Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 3rd June, 1904. 174

TO LET

NO. 16, HOLLYWOOD ROAD (8 Rooms)

(with Kitchens, Bathrooms, and Servants' quarters). Apply to—
H. M. S. H. ESMAIL,
4, Hollywood Road.
Hongkong, 16th August, 1904. 119

TO LET.

THREE FIRST-CLASS SHOPS.

European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals. Apply to—
HUMPHREYS' ESTATE & FINANCE CO., LD.
Hongkong, 21st June, 1904. 12350

TO LET.

NOS. 17, 19 & 21, SEYMOUR ROAD.

Nos. 6, CASTLE ROAD. Nos. 74, CAINE ROAD. Apply to—
COMPTON DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 17th September, 1904. 1490

TO LET.

WOODLANDS VILLAS, West, 25,

Seymour Road. Immediate possession. Apply to—
E. A. S.,
Care of Daily Press Office.
Hongkong, 12th November, 1904. 12666

TO LET.

A WELL-FURNISHED AIRY ROOM.

(Bathroom Attached), with Board in a Private English Family. Apply to—
E. E.,
Care of Daily Press Office.
Hongkong, 9th November, 1904. 12641

TO LET.

ONE COMFORTABLY FURNISHED

ROOM with Bathroom, &c., in 39 ROBINSON ROAD. Apply to—
J. ULLMANN & CO.,
38, Queen's Road.
Hongkong, 29th September, 1904. 2331

TO LET

NO. 1, STEWART TERRACE, the Peak.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th March, 1904. 1865

TO LET.

TWO ROOMS, on the First Floor of

Alexandra Building. Apply to—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 17th June, 1904. 1515

TO LET.

FURNISHED ROOM, with Board, from

date; Tennis Court attached; near Kowloon Ferry, Kowloon. Apply to—
C. L.,
Care of Daily Press Office.
Hongkong, 5th October, 1904. 12375

TO LET.

NO. 58, CAINE ROAD, European

Residence, consisting of SIX ROOMS, with Verandah, Separate Kitchen, Bathrooms, and a Fine View of the Harbour. Possession 1st January, 1905. Apply to—
MANAGER,
China Merchants S. N. Co.
Hongkong, 15th October, 1904. 12448

TO LET.

A EUROPEAN HOUSE, No. 158, Praya

East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water. Good Sea View. Apply to—
JARDINE, MATHESON & CO.,
Hongkong, 8th August, 1904. 1177

TO LET.

A LARGE OFFICE on Ground Floor, of

No. 2, Wyndham Street. Possession 1st August, 1904. Apply to—
THE BOWLING CLUB LD.
The Bowling Club Bldg.
Hongkong, 14th July, 1904. 1710

TO LET.

A SUITE OF TWO ROOMS, on the

Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned. C. H. GRACE,
Secretary.
Hongkong, 4th June, 1904. 1417

TO LET.

FINE LARGE STORE, in Queen's Road

Central (Best Part). Apply to—
X.,
Care of Daily Press Office.
Hongkong, 6th September, 1904. 12161

TO LET

TO LET.

BANGOUR (PEAK).

THE EYRIE (PEAK). ONE HOUSE on the LOWER TERRACE of BELILIOS TERRACE. BELILIOS TERRACE, Nos. 11, 13 & 21. BEACONSFIELD ARCADE, No. 14. 1st Floor. ONE SHOP in BEACONSFIELD ARCADE. Apply to—
Linstead & Davis.
Hongkong, 3rd October, 1904. 12363

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FOR SALE.

A FIVE-ROOMED HOUSE at the Peak.

Also, a finely situated Croquet Ground near to above. For particulars, apply to—
TURNER & CO.
Hongkong, 22nd October, 1904. 12494

FOR SALE.

STEEL MOTOR LAUNCH, 23 feet by 6

feet 9 inches beam; fitted with 6 H.P. Motor, speed about 7 miles; perfect order. Apply to—
Care of Daily Press Office.
Hongkong, 27th October, 1904. 12534

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A SMALL Lot of Fine Old JAPANESE

INROS, LACQUE, and PORCELAIN. LOCK HING,
Queen's Road Central.
Hongkong, 1st November, 1904. 12571

FOR SALE.

TWO Fast Twin-Screw Steamers

"CHU KONG" Length 142 feet. Breadth 23 feet. Draught 6 feet. Registered 236 tons. Built of Steel and Furnished with Electric Light. "PAK KONG" Length 160 feet. Breadth 22 feet. Draught 8 feet. Registered 300 tons. Built of Teak Wood. For further particulars, apply to—
42, WING LOK STREET, Hongkong.
Hongkong, 1st November, 1904. 12572

ENGINES AND BOILERS FOR SALE

THE Undersigned have for Sale on moderate terms 2 ENGINES and 3 BOILERS from an Old French Gunboat, in good working order, and fit for sea-going steamers. Intending purchasers will please arrange terms with the CHING HOP SHIP, No. 185, Wing Lok Street, or the U W O TAI SHIP, No. 110, Des Vaux Road West, or the CHOI LEE SHIP, No. 33, Wing Wo Street, Hongkong.

THE TAI LEE COMPANY.

Hongkong, 31st October, 1904. 12560

HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING. THE LEADING MINERAL WATER OF THE EAST Bottled in Japan by H. E. REYNELL & Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS, Hongkong, 31st July, 1903. 12578

C. LAZARUS & CO.

60 & 61, BENTINCK STREET, CALCUTTA.

Telegraphic Address: "MAHOGANY," CALCUTTA.

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THE STANDARD

INDIAN BILLIARD TABLE

made throughout in Calcutta of thoroughly seasoned solid wood and fitted with extra low cushions. Guaranteed to stand the TROPICAL CLIMATE.

PRICE, complete, with accessories for Billiards Rs. 1,450, packed.

C. L. & Co. take all RISKS against BREAKAGE.

Latest PRICE LIST can be had from "HONGKONG DAILY PRESS" Office. 12318-3

THE SWATOW GRASS CLOTH, SILK

and DRAWN THREAD WORK

DEPARTMENT.

Wholesale and retail quotations, particulars and samples, will be sent free on application to the above depot.

Swatow, 5th June, 1904. 2150

QUAN WAH & CO.

GRANITE and MARBLE MERCHANTS.

EXPORTERS and CONTRACTORS.

Sole Agents of QUAN TAI & CO., Lime Manufacturers. All descriptions of GRANITE and MARBLE FOR EXPORT.

GRANITE and MARBLE MONUMENTS Prices & Estimates on Application.

No. 1, QUEEN'S ROAD EAST. Hongkong, 17th October, 1899. 12458

CARTRIDGES.

IMPORTED EVERY MONTH, THERE

FORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE and KYNOK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 888G. AIR GUNS and AMMUNITION in Variety. WM. SCHMIDT & CO.,
Hongkong 28th November, 1902. 245

AMERICAN SAILORS IN COLOMBO.

The American sailor is no novelty to Colombo. His boisterous, irrepressible presence has impressed itself with irritating emphasis upon the delicate nerves of a population accustomed to the peace and quietness of the tropics. At the present moment, the place is crowded of an evening with men from the cruiser *Baltimore*. Since Genoa, the crew was denied anything beyond the most fleeting liberty; and a confinement of twenty days within iron-walls is a certain stimulant to produce a noisy time ashore. The largest measure of freedom no one denies to all sailors, providing this freedom is not accompanied with alarming demonstrations of physical irresponsibility. When a man consumes more than enough of champagne, it is generally conceded that he is not in a fit state to look after himself. When a dozen men are under the influence of "fizz" this truism has even more force. Some years ago the U. S. man-of-war *Raleigh* passed through Colombo. It was her first visit to our city, and the men were granted plenty of shore-leave, which was wisely used in the usual manner. Ricksha boys were to be seen racing and money was spent like water, and when the drinking competition began to pall, the boys in Navy white put their heads together to see what the next line of action should be. Destruction of property was decided upon, and a sortie, in the dusk, made upon the premises of the Electro-Plating Company. Entrance was gained by means of the roof. To have got in through the door would have been far too unexciting an exploit for the amateur vandals. In the course of the proceedings, one sailor was precipitated through the roof on to a valuable show case below. History does not record the injuries he sustained. More important than that, of course, was the fact that considerable damage was inflicted upon the building generally. Complaint was in due course made to the Captain of the *Raleigh* who while appreciating the gravity of the incident pointed out that the shore he had no control whatever over his men. The bill of costs—\$500—was paid, each of the men engaged in the remarkable exploit above described being made to pay through the nose. Two years ago that fine American man-of-war, the *Kentucky*, Captain Chester, paid us her first visit. Her crew at once took possession of the city and things began to get lively forthwith. The "G.O.H." from its situation, fell an easy prey on the first onslaught, and the manager was helpless. In the saloon-bar, champagne began to flow freely. Five-dollar gold pieces were as common as cents. The victors, flushed with drink rather than conquest—to let the world know they were there and happy—gave uncertain voice to stock American songs, pathetic, of course—including "The old oaken bucket," "My country 'tis of thee," and last but not least "Home, sweet home." What with champagne and pathos they began to fall into a happy state, until the arrival of a batch of their friends, the more aroused in them the old fighting spirit. The end of it was that tables were uprooted and carried bodily into the street. The bar was metamorphosed. Things had become so bad, indeed, that even the sailors thought it best to make themselves scarce. When a picket arrived from the ship to arrest them they had all disappeared save two, who tried to effect their escape by dropping from the balustrades of the verandah into the street below. Captain Chester, when apprised of what had occurred, was quite shocked. At once he offered to make good any damage, and a conference took place between the Manager, the Managing Director and another gentleman. Mr. W. Saunders was inclined to take a common-sense view of the case. "They are all boys," he remarked. "Kindly give Captain Chester my compliments and say that there is nothing to pay." It is only right to add that the quantity of champagne which the sailors consumed and paid for (this is important) must have allowed sufficient profit for all damage, including moral and intellectual! It may be asked how it is possible that American sailors can afford to indulge in such expensive pastimes as have been mentioned. It is simple enough. The American sailors are paid much more liberally than most of other navies. The ordinary seaman receives 15 dollars a month, or \$45, while an able seaman signaller draws as much as \$120 a month. The American sailor is notoriously liberal and will spend his last cent. So long as he has plenty of cash he drinks nothing but champagne. It is nothing unusual to see three bottles of the most expensive brand of champagne drunk by a couple of Yankee sailors. On this particular occasion, as has been already pointed out, the Commander of the *Baltimore* in view of the long period of confinement, has given his crew the fullest liberty. So far they have not abused that liberty except in the execution of boyish pranks, which really do no harm to anybody, although they make a great deal of noise.

Another important point, wherein the American sailor differs from his British brother, is in regard to discipline and authority. It seems to be agreed, that when off duty the former is absolutely free to go where he likes and act as he likes, in this way, that an American sailor is not obliged to salute his superior officer should he meet him on shore, when off duty. We know that this is not so in the British Navy. In the latter case an officer is always an officer and vice versa. Greater familiarity of bearing and speech is permitted between the American officer and the private soldier or ordinary seaman. It is no unusual occurrence for an officer to call his subordinate by his Christian name, and the writer has known a sailor, in the heat of a base-ball match, to swear volubly and effectually at a commissioned officer. The superior took it as a matter of course, and mended his ways. Democratic Americans say this is as it should be. The absence of red-tape discipline, they assert, enhances the fighting value of the naval or military unit.

We must confess to some surprise that the Times of Ceylon, from which we extracted this article, should add the comment "This was certainly borne out in the Spanish-American war." By what method of comparison it was "certainly borne out" is not easy to see, nor do we quite understand what sort of discipline is hinted at in the "red tape phrase." In the cases of Borely behaviour so admirably illustrated by our contemporary, even a little red tape should have seemed desirable, to restrain the lawless sailors. We would like our contemporary to say what it thinks of recent events at Canton.

The following information relating to the late Mrs. Bishop, whose death at Edinburgh we recently reported in our telegrams, reached us by Wednesday's Gorman mail. Her death did not come unexpectedly. Fourteen months ago the malady from which she suffered developed more serious symptoms. Possessing associations with Edinburgh, through her short period of married life in the city, Mrs. Bishop retired to a nursing home there. For some months, her life was despaired of, but she rallied and removed from the nursing home to a residence in Melville-street. Her strength, however, gradually failed.

The eldest daughter of the Rev. Edward Bird, Rector of Tattenhall, Cheshire, she was born on October 15, 1832, at Boroughbridge, in Yorkshire. This was the old home of her mother, who was one of the Lawsons of Boroughbridge, and through whom Mrs. Bishop was related to Mr. J. G. Lawson, M.P., Parliamentary Secretary to the Local Government Board. As a child she was very delicate and was not sent to school; but her parents, who were cultivated people, took her long, leisurely journeys in their own carriage, and showed her everything of interest in the places they visited. With the result that at quite an early age she had obtained a remarkable knowledge of the history and geography of her own country. In addition, her parents knew a great many clever and distinguished people, and she often stayed as a child at the Palace at Chester with her kinsman, Bishop Sumner, afterwards Archbishop of Canterbury. She was only eleven when her father was appointed Rector of St. Thomas's, Birmingham, but after about three years there, Mr. Bird was obliged owing to ill-health to take the country parish of Wyton in Huntingdonshire. It was with a Huntingdon bookseller that Isabella Bird, when she was only 16, published her first work, a pamphlet descriptive of a trial between free trade and protection, the latter being the conqueror. She was encouraged by the success of this first effort to write regularly for various periodicals.

Miss Bird was really obliged to become a traveller by continued ill-health. A visit to Prince Edward Island, paid under medical advice when she was only 22, resulted in her first book of travel, "An Englishwoman in America," published by Murray in 1856. This consisted simply of the bright descriptive letters which she had written home to her relations. Her next book did not appear for 17 years. For some time she suffered terribly from spinal disease—indeed, the variety and extent of her travels are extraordinary in view of the ailments from which she suffered at various times. She was ordered sea voyages to the Mediterranean, America, Australia, and New Zealand. She turned by way of the Sandwich Islands, where she spent some months, and she also visited the Rocky Mountains, describing her adventures in "Six Months in the Sandwich Islands" (1873) and in "A Lady's Life in the Rocky Mountains" (1874).

Soon afterwards Miss Bird began those travels in the East in connection with which she will be more especially remembered. She seems to have been really the first European woman who made her way into the heart of Japan, and her "Unbeaten Tracks in Japan," which appeared in 1880, was comparatively little known about the wonderful nation which was destined to become Great Britain's ally in the Far East, was eagerly welcomed by the public. In 1881 Miss Bird married John Bishop, M.D., and in the following year she published, "The Golden Chersonese." She was left a widow in 1886, and continued her favourite pursuit of travel. Her "Journeys in Persia and Kurdistan," in two volumes, appeared in 1892—the year when the distinguished honour came to her of being elected the first lady Fellow of the Royal Geographical Society—and "Among the Tibetans" in 1894. The latter is the last of her travel books to appear in the epistolary style, for the sister for whose amusement they were originally written died about this time. She now began to turn her attention more especially to China; and in 1896 she published an interesting collection of photographs which she and herself taken in Western China and Corea. Her travels in Corea, Siberia, and China lasted for three years, and their results are shown in "Corea and her Neighbours" (1898). Since then have appeared from her pen "The Yangtze Valley and Beyond" (1899) and "Pictures from China" (1900). In 1901 she rode a thousand miles in Morocco, a journey which included the Atlas Mountains. She displayed a certain journalistic instinct in choosing countries to travel in.

Mrs. Bishop has done a remarkable work in connection with medical missions, and she has built five hospitals and an orphanage in the East. Ever acquainted with minor surgery, and sometimes found this sort of first-aid knowledge invaluable. She was also an enthusiastic botanist, and from her childhood she studied chemistry and the use of the microscope. She was accustomed to say that in all her travels her sex was really a protection rather than a danger, and it was not until she travelled in China that she carried any arms at all. In Western China she was once very badly stoned, and on another occasion, in South-Western Persia, her party was fired upon. She often lectured on her travels before the Royal Geographical and other societies, and her interest in missions was naturally strong. She never hesitated to say what she thought about missionaries and their methods, so that praise from her when it was given was highly valued.

THE LATE MRS. ISABELLA BISHOP.

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THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.

ALEXANDRIA & CAIRO, EGYPT.

FINEST EGYPTIAN CIGARETTES.

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LOTUS, Large Size \$5.00 per 100

Gold Tippee Medium Size \$3.75 per 100

ZAFAR, Large Size \$4.60 per 100

Medium Size \$4.20

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Medium Size \$3.50

TABAT, Large Size \$3.00 per 100

Medium Size \$2.75 per 100

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"DAILY PRESS" OFFICE.

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KWONG SANG & CO.

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SHIPPING.

ARRIVALS.

ARABIA, German str., 2884, H. Mosen (thin 14th Nov.,—Portland and Moji 9th Nov., General.—Portland & Asiatic S. S. Co.)
 CARL MENZEL, German str., 334, Conrad, 14th Nov.,—Newchwang and Chiofoo 9th Nov., General.—E. A. Trading Co.
 CATHERINE ARCAR, British str., 1730, A. Stewart, 14th Nov.,—Olenka and Singapore 8th Nov., General.—David Sassoon & Co., Ltd.
 CHOWTAI, German str., 1115, H. Torker, 14th Nov.,—Bangkok 8th Nov., Rice.—Batterfield & Swire.
 FOCHOW, British str., 1228, H. Suals, 14th Nov.,—Waha and Chinkiang 10th Nov., General.—Batterfield & Swire.
 JOHANN, German str., 952, Inland, 14th Nov.,—Hohow 13th Nov., Rice.—Jensen & Co.
 LOONGSANG, British str., 1092, Weigall, 14th Nov.,—Macila 11th Nov., General.—Jardine, Matheson & Co.
 PRONTO, Norwegian str., 337, T. Seoberg, 14th Nov.,—Newchwang 6th Nov., Beans.—East Asiatic Trading Co.
 RUM, British str., 1611, R. W. Almond, 14th Nov.,—Macila 12th Nov., General.—Sheehan, Tomes & Co.
 SINGAPORE, German str., 2657, J. Jaburg, 14th Nov.,—Hamburg 17th Sept. and Singapore 7th Nov., General.—Hamburg-America Line.
 TAIWAN, British str., 1109, H. Harder, 14th Nov.,—Shanghai 9th Nov., General.—Batterfield & Swire.
 TSIAN, British str., 1460, W. B. Brown, 14th Nov.,—Kobe via Kutchinow 10th Nov., General.—Batterfield & Swire.
 TYE, Norwegian str., 1412, D. L. Danielsen, 14th Nov.,—Olenka 11th Nov., Coals.—Sander, Wieler & Co.

CLEARANCES.

At the Harbour Master's Office, 14th November.
 Atika, British str., for Swatow.
 Carl Dietrich, German str., for Hohow.
 Carl Menzel, German str., for Canton.
 E. A. Trading Co., American barque, for New York.
 Taisan, British str., for Canton.

DEPARTURES.

13th November.
 MATHILDE, German str., for Quinhon.
 14th November.
 CHOYBANG, British str., for Canton.
 FOCHOW, British str., for Canton.
 GLINGOLE, British str., for Hongkong.
 KOWLOON, German str., for Canton.
 SALFORDIA, British str., for Astoria, U.S.A.

VESSELS IN DOCK.

14th November.
 Aberdeen Dock.—
 Kowloon Dock.—Lithia, U.S.S. Fisherman, Argus, Kongnam, U.S.S. Rainbow, Halooing, Cosmopolitan Dock.—Shantung.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOCHOW.
 The Company's Steamship
 "HAI TAN".
 Captain Roach, will be despatched for the above ports TO-DAY, the 15th inst., at 2 P.M.
 For Freight or Passage, apply to
 DOUGLAS LAFRAIK & CO.,
 General Managers,
 Hongkong, 11th November, 1904. 2663

NORDEUTSCHER LLOYD, BREMEN.
 IMPERIAL GERMAN MAIL LINE.
 JAPAN-CHINA-AUSTRALIA.
 FOR KOBE AND YOKOHAMA.
 THE Steamship
 "PRINZ SIGISMUND".
 Captain D. Lenz, will leave for the above places on or about TUESDAY, the 22nd inst.
 For Freight and further information, apply to
 NORDDEUTSCHER LLOYD,
 MELCHERS & CO.,
 Agents,
 Hongkong, 12th November, 1904. 2671

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS-POSTES FRANCAIS.
 FOR SHANGHAI, KOBE AND YOKOHAMA.
 THE Company's Steamship
 "TOUBANE".
 Captain Girard, will be despatched for the above ports on or about MONDAY, the 14th inst.
 For Freight or Passage, apply to
 L. BRIDOU,
 Acting Agent,
 Hongkong, 8th November, 1904. 2672



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 (Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS).
 THE Company's Steamship
 "MARIA VALERIE".
 Captain Berberovich, will be despatched as above on FRIDAY, the 24th inst., P.M.
 For information as to Passage and Freight, apply to
 SANDER, WIELER & CO.,
 Agents,
 Hongkong, 2nd November, 1904. 2673

NOTICE TO SHIPPERS.
 THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice to look cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS IN THE UNITED STATES AND CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO.'S, OCEAN S.S. CO., and CHINA MUTUAL S.N. CO.
 For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chester Road.
 A. S. MIHARA,
 Manager,
 Hongkong, 20th May, 1904. 2265

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong II, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	CHUSAN	Brit. str.	—	H. W. Kenrick, R.N.E.	P. & O. S. N. Co.	On 19th inst. at Noon.
LONDON & ANTWERP	BENALDER	Brit. str.	—	McIntosh	GIBB, LIVINGSTON & CO.	About 19th inst.
LONDON & ANTWERP, via SINGAPORE, &c.	PERA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	About 21st inst.
LONDON, AMSTERDAM & ANTWERP	JASON	Brit. str.	1 m.	T. G. Steeves	BUTTERFIELD & SWIRE	On 22nd inst.
AMSTERDAM, LONDON & ANTWERP	TELEMACHUS	Brit. str.	1 m.	Young	BUTTERFIELD & SWIRE	On 6th Dec.
AMSTERDAM, LONDON & ANTWERP	ROMED	Brit. str.	1 m.	Forrester	BUTTERFIELD & SWIRE	On 20th Dec.
MARSEILLES & LONDON, via S'FORE, &c.	RAISON	Brit. str.	—	Bad Meyer	NIPPON YUSEN KAISHA	On 19th inst. at Daylight.
BREMEN, via PORTS OF CALL	PRINZ HEINRICH	Ger. str.	—	Schoenfeldt	BECHTEL & CO.	To-morrow, at Noon.
HAYRE, BREMEN & HAMBURG	SLAVONIA	Ger. str.	k. w.	Jaburg	HAMBURG-AMERICA LINE	On 24th inst.
HAYRE & HAMBURG	SEGOVIA	Ger. str.	k. w.	Forst	HAMBURG-AMERICA LINE	On 13th Dec.
HAYRE & HAMBURG	SENEGAMBIA	Ger. str.	k. w.	von Hoff	HAMBURG-AMERICA LINE	On 27th Dec.
HAYRE & HAMBURG	ARMENIA	Ger. str.	k. w.	Berberovich	HAMBURG-AMERICA LINE	On 11th Jan.
TRIESTE, &c., via SINGAPORE, &c.	C. FERD. LAERISZ	Ger. str.	k. w.	Berberovich	SANDER, WIELER & CO.	On 25th inst. P.M.
GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	Brit. str.	1 m.	R. Day	BUTTERFIELD & SWIRE	On 22nd inst.
GENOA, MARSEILLES & LIVERPOOL	DARDANUS	Brit. str.	1 m.	J. Melheuch	BUTTERFIELD & SWIRE	On 20th Dec.
NEW YORK, via PORTS & SUEZ CANAL	KENNEDUC	Brit. str.	—	—	STANDARD OIL CO.	About 18th inst.
NEW YORK, via PORTS & SUEZ CANAL	ST. HUGO	Brit. str.	—	—	DODWELL & CO., LD.	About 25th inst.
NEW YORK, via PORTS & SUEZ CANAL	BREIZ-IZEL	Brit. str.	—	—	STANDARD OIL CO.	About 1st Dec.
NEW YORK, via SUEZ CANAL	CLAYDALE	Brit. str.	—	—	SHEWAN, TOMES & CO.	About 30th Dec.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	R. Archibald	CANADIAN PACIFIC R. CO.	To-morrow.
VANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 28th Dec.
VICTORIA (B.C.) & SEATTLE via NAGASAKI, &c.	KEMUN	Brit. str.	—	G. D. Morrison	BUTTERFIELD & SWIRE	On 30th inst.
VICTORIA (B.C.) & SEATTLE via NAGASAKI, &c.	TEXAN	Brit. str.	—	Bahle	DODWELL & CO., LIMITED.	On 17th Dec.
PORTLAND, OREGON	ARABIA	Brit. str.	—	Broer	PORTLAND & ASIATIC S.S. CO.	On 23rd inst. at Daylight.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	—	H. E. Kitcher, R.N.E.	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CANDIA	Brit. str.	—	D. Lenz	GIBB, LIVINGSTON & CO.	On 23rd inst. at Noon.
KOBE & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	—	Girard	P. & O. S. N. Co.	To-day.
KOBE	CHANGSHA	Brit. str.	1 m.	F. Kalkofen	BUTTERFIELD & SWIRE	On 23rd inst.
SHANGHAI, KOBE & YOKOHAMA	TOUBANE	Freu. str.	—	Dawson	BUTTERFIELD & SWIRE	On 23rd inst. at Daylight.
SHANGHAI	LOONGMOON	Ger. str.	—	F. T. Tillard	BUTTERFIELD & SWIRE	On 19th inst.
SHANGHAI	WOOSING	Brit. str.	1 m.	Cunningham	P. & O. S. N. Co.	About 18th inst.
SHANGHAI	KUANG	Brit. str.	1 m.	A. Hansen	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	TAIWAN	Brit. str.	1 m.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	On 23rd inst. at Daylight.
SHANGHAI	FOCHOW	Brit. str.	1 m.	T. Brandt	OSAKA SHOSHEN KAISHA	On 20th inst. at Daylight.
SHANGHAI	NUBIA	Brit. str.	—	C. Cornelissen	OSAKA SHOSHEN KAISHA	On 27th inst. at Daylight.
AMOY & SHANGHAI	SHANGHAI	Brit. str.	1 m.	Rosch	DOUGLAS LAFRAIK & CO.	To-morrow, at Daylight.
FOCHOW, via SWATOW & AMOY	TRIUMPH	Jap. str.	—	Pennafather	BUTTERFIELD & SWIRE	To-day, at 2 P.M.
TAMUI, via SWATOW & AMOY	FRITHJOE	Jap. str.	—	—	JARDINE, MATHESON & CO.	On 18th inst. at 4 P.M.
TAMUI, via SWATOW & AMOY	M. STURVE	Jap. str.	—	E. W. Almond	SHEWAN, TOMES & CO.	On 19th inst. at 10 A.M.
ANPING, via SWATOW & AMOY	PROVIDENCE	Jap. str.	1 m.	R. Rodger	SHEWAN, TOMES & CO.	On 26th inst. at 10 A.M.
SWATOW, AMOY & FOCHOW	HATIAN	Brit. str.	2 h.	T. W. Gardick	DODWELL & CO., LD.	About 2nd Jan.
SWATOW, CHEFOO & TIENTSIN	CHILL	Brit. str.	1 m.	S. J. Payas	BUTTERFIELD & SWIRE	On 22nd inst.
MANILA	LOONGSANG	Brit. str.	—	W. H. S. Hall	JARDINE, MATHESON & CO.	On 18th inst.
MANILA DIRECT	RUBI	Brit. str.	—	E. J. Tadd	JARDINE, MATHESON & CO.	To-morrow, at 3 P.M.
MANILA DIRECT	ZAFIRO	Brit. str.	—	Mitchell	JARDINE, MATHESON & CO.	On 18th inst. at 3 P.M.
MANILA	TREBONT	Brit. str.	—	—	—	—
CEBU & ILOILO	KAIFONG	Brit. str.	1 m.	—	—	—
KUDAT & SANDAKAN	MAUSANG	Brit. str.	—	—	—	—
SINGAPORE, COLOMBO & BOMBAY	MAGARONG	Brit. str.	—	—	—	—
SINGAPORE, PENANG & CALCUTTA	LAIKANG	Brit. str.	—	—	—	—
SINGAPORE & SOURABAYA	FAUSANG	Brit. str.	—	—	—	—

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA B.C. AND TACOMA
 VIA
 MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
TEXAN	8,615	G. D. Morrison	Saturday, December 17th
TREBONT	9,606	T. W. Gardick	January 10th
LYRA	4,417	G. V. Williams	February 9th
PLIADDES	3,753	Farrington	March 4th

1 Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREBONT 9,606 tons. T. W. Gardick About 2nd January.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
 CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREBONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—
 DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS,
 Hongkong, 24th October, 1904. 17

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHIP VIA INLAND
 SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
 PORTLAND, OREGON
 OPERATING IN
 CONNECTION WITH THE
 OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL AT DAYLIGHT ON
"ARABIA"	4,483	Eohle	November 23rd, 1904.
"NAGOMIA"	5,198	Schmidt	December 13th, 1904.
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.
"NUMANTIA"	4,370	Brehmer	January 25th, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
 AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
 VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
 SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 R.M.S. "EMPEROR OF INDIA" 6,000 Tons. WEDNESDAY, 16th Nov.
 R.M.S. "EMPEROR OF JAPAN" 6,000 Tons. WEDNESDAY, 14th Dec.
 R.M.S. "ATHENIAN" 3,883 Tons. WEDNESDAY, 28th Dec.
 R.M.S. "EMPEROR OF CHINA" 6,000 Tons. WEDNESDAY, 11th Jan.
 R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 25th Jan.
 Hongkong to London, 1st Class via St. Lawrence 240 via New York 262.
 Intermediate on Steamers " 240. " " 242.
 and 1st Class Rail " " " "

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
 D. W. CRADDOCK, Acting General Agent,
 9, Pedder Street.

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS
 AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
 SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
ANPING, via SWATOW AND AMOY	"PROVIDENCE"	WEDNESDAY, 16th Nov., at Daylight.
TAMUI, via SWATOW AND AMOY	"FRITHJOE"	SUNDAY, 20th Nov., at Daylight.
FOCHOW, via SWATOW AND AMOY	"TRIUMPH"	WEDNESDAY, 23rd Nov., at Daylight.
TAMUI, via SWATOW AND AMOY	"M. STURVE"	SUNDAY, 27th Nov., at Daylight.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Vaux Road Central.
 Hongkong, 7th November, 1904. T. ARIMA, Manager. 15

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. STURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	E. W. Almond	Manila direct.	Sat., 19th Nov., 10 A.M.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 26th Nov., 10 A.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 7th November, 1904. 16

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION	STEAMERS	SAILING DATES
PRINZ HEINRICH	...	WEDNESDAY ... 16th November
PRINZ REGENT LUITPOLD	...	WEDNESDAY ... 23rd November
PRUSSEN	...	WEDNESDAY ... 7th December
PRINZ EITEL FRIEDRICH	...	WEDNESDAY ... 21st December
SEYDLITZ	...	WEDNESDAY ... 4th January 1905
GNESNAU	...	WEDNESDAY ... 18th January
BAVERN	...	WEDNESDAY ... 1st February
ZETEN	...	WEDNESDAY ... 15th February
SACHSEN	...	WEDNESDAY ... 1st March
PRINZESS ALICE	...	WEDNESDAY ... 15th March
PRINZ REGENT LUITPOLD	...	WEDNESDAY ... 29th March
PRUSSEN	...	WEDNESDAY ... 12th April
PRINZ EITEL FRIEDRICH	...	WEDNESDAY ... 26th April

ON WEDNESDAY, the 16th day of NOVEMBER, 1904, at Noon, the Steamship "PRINZ HEINRICH," Captain Rüdiger Meyer, with MALES, PASSENGERS, SPECIES, and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 14th November. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 15th November, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 15th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
 MELCHERS & CO., AGENTS.
 Hongkong, 10th November, 1904. 5

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
 THE Steamship

"EMPIRE".

Captain P. T. Helms, will be despatched for the above ports on WEDNESDAY, the 16th inst. at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which is a source of supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
 Agents.

Hongkong, 18th October, 1904. 2472

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AU

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND HUMANTRA PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"NINGCHOW"	On 15th November.	
GLASGOW and LIVERPOOL	"KEEMUN"	On 28th November.	
GLASGOW and LIVERPOOL	"MOYUNE"	On 9th December.	
GLASGOW and LIVERPOOL	"HECTOR"	On 14th December.	
GLASGOW and LIVERPOOL	"JOBRALUSE"	On 17th December.	
GLASGOW and LIVERPOOL	"HYSON"	On 20th December.	

HOMWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"JASON"	On 22nd November.
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 22nd November.
AMSTERDAM, LONDON and ANTWERP	"TELEMACHUS"	On 6th December.
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 20th December.
GENOA, MARSEILLES and LIVERPOOL	"DARDANUS"	On 20th December.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"KEEMUN"	On 30th November.

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th October, 1904.

[10-11]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	On 15th November.
MANILA	"TAMING"	On 15th November.
SHANGHAI	"KAIKONG"	On 16th November.
AMOI and SHANGHAI	"SHANGHAI"	On 16th November.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 16th November.
SHANGHAI	"TAIWAN"	On 19th November.
SHANGHAI	"FOOCHOW"	On 19th November.
CEBU and LLOLO	"KAIFONG"	On 22nd November.
SWATOW, CHEFOO and TIENTSIN	"CHIHLI"	On 22nd November.
KOBE	"CHANGSHA"	On 23rd November.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivaled Table. A daily qualified
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 15th November, 1904.

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA, via SHANG- HAI, MOJI and KOBE	CANDIA (Passing through the Inland Sea)	On 15th November	Freight only.
SINGAPORE, COLOMBO and MAZAGON BOMBAY	W. H. S. Hall	About 16th November	Freight only.
* SHANGHAI	NUBIA F. N. Tildard	About 18th November	Freight and Passage.
LONDON, &c.	CHUSAN H. W. Kenrick, R.N.R.	Noon, 19th November	See Special Advertisement.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PERA A. L. Valentini	About 21st November	Freight only.

* Expected to arrive on or about 18th November, will leave for the above port as soon as
possible after her arrival with the next English Mail.

Calling at Penang if sufficient inducement offers.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th November, 1904.

[1]

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
* SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Wednes, 16th Nov., 3 p.m.
SINGAPORE and SOERABAYA	"FAUSANG"	Friday, 18th Nov., 3 p.m.
* MANILA	"LOONGSANG"	Friday, 18th Nov., 4 p.m.
KUDAT and SANDAKAN	"MAUSANG"	Monday, 21st Nov., Noon.

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chafoo, Tientsin and Yangtze Ports.
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 15th November, 1904.

[1388]

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, or via CHEFOO or CHIN-WAN-TAO, to DURBAN, NATAL.
The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "SWARTLEY"	Captain J. P. Dawson.
S.S. "COURTNEY"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain A. Jennings.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INKUM"	Captain E. S. Pearce.
S.S. "SIKH"	Captain J. Rowley.
S.S. "SOFALA"	Captain G. A. Shepherd.
S.S. "INDRASHAMA"	Captain R. P. Craven.
S.S. "INDRAVELLI"	Captain H. G. Porter.

For Freight, apply to

GIBB, LIVINGSTON & CO.,
AGENTS.

Hongkong, 29th October, 1904.

[2030]

HAMBURG-AMERIKA LINIE. OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LIEBOW, OPORTO, LONDON, LIVERPOOL, GLASGOW, LIVERPOOL, GENOA, PORTS in the
LEVANT, BLACK SEA and Baltic Ports, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SLAVONIA (ex STRASSBURG)	HAVRE, BREMEN and HAMBURG (Calling at Singapore, Penang and Colombo)	On 15th Nov. Freight & Passengers.
SEGOVIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 29th Nov. Freight.
SENIGALLIA (ex NUNBERG)	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 13th Dec. Freight.
ARMENIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 27th Dec. Freight.
U. FERD. LADIS	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 11th Jan. Freight.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE
HONGKONG OFFICE.
No. 1, QUEEN'S BUILDINGS.

STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.

THE Steamship

"KENNEBEC" will be despatched as above on or about the 18th inst., instead of as previously advertised.

For Freight or further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department,
Hongkong, 14th October, 1904. [2439]

NIPPON YUSEN KAISHA.

FOR MARSEILLES and LONDON, via
SINGAPORE, PENANG, COLOMBO
AND PORT SAID.

THE China Mutual Steamship

"KAISOW,"

Captain Torrey, will be despatched as above on SATURDAY, the 19th inst., at DAYLIGHT.

For Freight, apply to
A. S. MIHARA,
Agent,
Hongkong, 11th November, 1904. [2660]

"BEN" LINE OF STEAMERS.

FOR LONDON and ANTWERP.

THE Steamship

"BENALDER,"

Captain McIntosh, will be despatched as above on or about the 19th inst.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
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Hongkong, 22nd October, 1904. [2469]

ATAI LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
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THE new and fast Twin-Screw Steamer

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951 Tons, Captain J. McIntosh, will leave for
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Hongkong on the following days, leaving Canton
at 5 p.m. Excellent accommodation, electric
light, and perfect cuisine. Wharf at Hongkong
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First-class Fare, \$3 each way. Second-
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Cargo Freight very moderate.

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Hongkong, 16th March, 1904. [2]

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NEITHER the CAPTAIN, the AGENTS nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.

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A. LING & CO.,
FURNITURE STORE,
PLATED GLASS and CROCKERY
WARE, &c., &c., and FOOCHOW
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [2267]

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SHIPPING IN PORT.

STEAMERS.

ACINCOURT, British str., 2,376, H. T. Worsnop,
Huinan Island 1st Oct.—Gilman & Co.
ARDANDE, British str., 2,103, Wm. Kinley,
8th Nov.—Penarth (Wales) 22nd Sept.
Coal.—Doddwell & Co.
ASCOT, British str., 2,785, C. E. Cox, 7th Nov.
Durban 27th Sept.—Gibb, Livingston
& Co.

BARON ELDON, British str., 2,373, Ulstrom,
4th Nov.—Moj 28th Oct.—Coal.—Arnhold,
Karlberg & Co.

BAWTRY, British str., 1,542, Shotton, 22nd
October.—Labuan (Borneo) 15th Oct.—Coal.
—Order.

CANDIA, British str., 4,185, H. E. Kiteat, 11th
November.—Antwerp 25th Sept.—London
1st Nov. and Singapore 5th, General—
P. & O. S. N. Co.

CARL DIERDRECHT, German str., 774, H.
Schalkier, 13th Nov.—Haiphong 10th Nov.—
General.—Jabson & Co.

CARSTON, Norwegian str., 774, Job. Martin, 2nd
November.—Cardiff 10th Sept.—Coal—
Order.

CRUSADER, British str., 2,744, F. Brown, 9th
November.—Moj 4th Nov.—Coal.—Mitsui
Bussan Kaisha.

DEYAWONGSE, German str., 1,057, Chr. Kumpel,
12th Nov.—Bangkok 3rd Nov.—Rice—
Butterfield & Swire.

EMMA LUYKEN, German str., 1,110, H. Martens,
13th Nov.—Manila 10th Nov.—Ballast—
Chinese.

EMPEROR, British str., 4,496, P. T. Helms, 13th
November.—Kobe 3th Nov.—General—
Gibb, Livingston & Co.

EMPEROR OF INDIA, British str., 3,032, R.
Archibald, R.N.R., 26th Oct.—Vancouver
3rd October and Shanghai 23rd, Mails and
General.—C. P. R. & Co.

FATSANG, British str., 1,410, Mitchell, 11th
November.—Nagasaki 7th November, Coal.
—Jardine, Matheson & Co.

HAHONG, British str., 733, W. Passmore,
12th Nov.—Tamsui and Amoy 11th Nov.—
General.—Douglas Lapraik & Co.

HATAN, British str., 1,183, Reach, 13th Nov.—
Fochow 10th November, Amoy 11th, and
Swatow 12th, General.—Douglas Lapraik
& Co.

HANUI, French str., 739, P. Merles, 12th Nov.—
Haiphong and Huihoo 11th November,
General.—A. R. Marty.

HUE, French str., 705, Godinau, 13th Nov.—
Haiphong via Ports 12th Nov.—General—
A. R. Marty.

KISH, British str., 3,148, E. Robertson, 13th
November.—New York and Manila 9th
November, General.—Shewan, Tomes & Co.

KWANGTAT, Chinese str., 1,533, Wm. H. Lunt,
13th November.—Canton 12th Nov.—General—
Chinese.

LAERTES, British str., 1,351, J. B. Jackson,
2nd November.—Saigon 25th October,
Meal.—Chinese.

LAISANG, British str., 3,450, E. J. Tadd, 8th
November.—Colutta 22nd Oct.—General—
Jardine, Matheson & Co.

LISA, Swedish str., 988, H. Koradahl, 30th
November.—Moj 24th Oct.—Coal.—M. B.
Kaisha.

LOONGMOON, German str., 1,245, T. Kalkofen,
5th Nov.—Canton 4th Nov.—General—
Siemens & Co.

LOOSCH, German str., 1,020, G. Schultze, 13th
November.—Bangkok and Ang Hin, Rice.
—Butterfield & Swire.

LOTHIAN, British str., 3,711, J. C. Williamson,
13th Nov.—Port Natal 16th October.
—C. C. S. S. Co.

MADRID, British str., 1,020,
L. G. Green, 4th November.—Bangkok 25th
October, Rice and Teakwood.—Butterfield
& Swire.

MAUSANG, British str., 1,644, S. J. Payne,
8th Nov.—Sandakan 2nd Nov.—Timber and
General.—Jardine, Matheson & Co.

PENTAKOTA, British str., 2,809, C. Willi, 11th
Nov.—Rangoon via Singapore 6th Nov.—
General.—Order.

POSHAN, German str., 1,799, Lemcke, 9th
November.—Cardiff 14th Sept. and Carcu-
bion 23th, Coal.—Jabson & Co.

PROVIDENCE, Norwegian str., 683, C. Corneli-
sen, 12th Nov.—Amoy 9th Nov., Amoy
10th and Swatow 13th, General.—Osaka
Shosen Kaisha.

ST. ROBERT, British str., 2,394, Caffera, 11th
Nov.—Philadelphia 14th Sept. and Schaag
2nd Nov., Kerosene Oil.—Standard Oil Co.

SHANGHAI, British str., 1,235, Carnaghan, 11th
November.—from Pekalongan, Sugar—
Butterfield & Swire.

SINGAPORE, British str., 2,379, R. E. Collins, 6th
November.—Cardiff 23th Sept.—Patent
Fuel and Coke.—British Government.

SLAVONIA, German str., 3,203, L. Madsen, 13th
November.—Shanghai 10th Nov.—General—
Hamburg-Amerika Linie.

TAMING, British str., 1,350, Pennafather, 11th
Nov.—Manila 8th November, General—
Butterfield & Swire.

WONGKAI, German str., 1,115, J. Braba, 9th
Nov.—Bangkok 30th Oct.—General—
Butterfield & Swire.

WOOSUNG, British str., 1,109, Dawson, 13th
November.—Canton 12th Nov.—General—
Butterfield & Swire.

EMPEROR MENELEK, French barque, 1,576,
Marot, 6th Nov.—New York 12th June,
Kerosene.—Standard Oil Co.

ALACRITY, British dispatch-boat, 1,700, Comdr.
R. M. Harbord.

ALGERINE, British sloop, 1,050, Rowland
Nugent.

BRITOMART, British gunboat, 710, Com. T. D.
Pratt.

CHEER, water tank and tug.

HANDY, torpedo boat destroyer, Lieut. E. H.
Jellicoe.

ORION, torpedo boat destroyer, Lieut. E. H.
Jellicoe.

PHOENIX, British sloop, 1,050, John Nicholas.

TAKU, British destroyer, 250, Cranford.

THEETIS, British cruiser, J. C. A. Wilkinson.

TAMAR, receiving ship, Commodore C. G.
Dicken.

VENGEANCE, battleship, 12,950, Capt. Stuart,
C.M.G.

VIRAGO, torpedo-boat destroyer.

FOREIGN WARSHIPS.

DIU, Portuguese gunboat, 720, Capt. Coutinho.

GENERAL ALATA, American transport, Captain
Whitton.

HELENA, U.S. gunboat, Comdr. P. E. Sanyer.

LUCHA, German gunboat, 85, Kroenke.

RAINBOW, U.S. cruiser, 4,000, J. B. Collins.

